



Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

IF YOU VISIT
THE CINEMAS
frequently
and your eyes get tired, you should
be fitted with accurate glasses
FOR YOUR EYES' SAKE
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,271 號一十七百二第第第第

日一初月五年亥癸

HONGKONG, THURSDAY, JUNE 14TH, 1923. 四月

號四十月六年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

IS

MARTINI & ROSSI'S

ITALIAN

VERMOUTH

With Cold Water.

OF ALL DEALERS.

SPORTING.

SPORTING GUNS by W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-6, BEACONSFIELD ARCADE.

PEAK TRAMWAYS CO.
LIMITED.

TIME-TABLE

WEEK DAYS.		
7.00 a.m.	7.10 a.m.	Stop
7.30 " "	8.00 " "	Stop
8.00 " "	8.20 " "	Stop
8.30 " "	8.47 " "	Stop
8.54 " "	9.11 " "	Stop
9.01 " "	9.18 " "	Stop
9.08 " "	9.25 " "	Stop
9.15 " "	9.32 " "	Stop
9.22 " "	9.39 " "	Stop
9.30 a.m.	11.00 p.m.	Stop
11.30 " "	12.40 " "	Stop
12.40 " "	12.57 " "	Stop
12.57 " "	1.04 " "	Stop
1.04 " "	1.13 " "	Stop
1.13 " "	1.20 " "	Stop
1.20 p.m.	4.00 " "	Stop
4.00 " "	4.30 " "	Stop
4.30 " "	5.00 " "	Stop
5.00 " "	5.30 " "	Stop
5.30 " "	6.00 " "	Stop
6.00 " "	6.47 " "	Stop
6.47 " "	6.57 " "	Stop
6.57 " "	7.04 " "	Stop
7.04 " "	7.13 " "	Stop
7.13 " "	7.20 " "	Stop
7.20 " "	7.30 " "	Stop
7.30 " "	7.47 " "	Stop
7.47 " "	7.54 " "	Stop
7.54 " "	8.03 " "	Stop
8.03 " "	8.10 " "	Stop

SUNDAYS.

7.00 a.m.	7.10 a.m.	Stop
7.30 " "	8.00 " "	Stop
8.30 " "	11.00 " "	Stop
11.15 " "	12.00 noon " "	Stop
12.00 noon " "	1.00 p.m. " "	Stop
1.00 p.m. " "	2.30 " "	Stop
2.30 " "	3.30 " "	Stop
3.30 " "	5.30 " "	Stop
5.30 " "	6.30 " "	Stop
6.30 " "	6.40 " "	Stop
6.40 " "	6.47 " "	Stop
6.47 " "	6.57 " "	Stop
6.57 " "	7.04 " "	Stop
7.04 " "	7.13 " "	Stop
7.13 " "	7.20 " "	Stop
7.20 " "	7.30 " "	Stop
7.30 " "	7.47 " "	Stop
7.47 " "	7.54 " "	Stop
7.54 " "	8.03 " "	Stop
8.03 " "	8.10 " "	Stop

SATURDAYS.

Extra Car—12 midnight	
NIGHT CARS—WEEKDAYS AND SUNDAYS:	
8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.00 p.m. every 20 minutes	Stop
11.15 " " " " " "	Stop

SPECIAL CARS

By ARRANGEMENT AT THE COMPANY'S OFFICE
ALEXANDRA BUILDING,
Hongkong, 1st June, 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000	No. 1001	No. 1002	No. 1003	No. 1004	No. 1005	No. 1006	No. 1007	No. 1008	No. 1009	No. 1010	No. 1011	No. 1012	No. 1013	No. 1014	No. 1015	No. 1016	No. 1017	No. 1018	No. 1019	No. 1020	No. 1021	No. 1022	No. 1023	No. 1024	No. 1025	No. 1026	No. 1027	No. 1028	No. 1029	No. 1030	No. 1031	No. 1032	No. 1033	No. 1034	No. 1035	No. 1036	No. 1037	No. 1038	No. 1039	No. 1040	No. 1041	No. 1042	No. 1043	No. 1044	No. 1045	No. 1046	No. 1047	No. 1048	No. 1049	No. 1050	No. 1051	No. 1052	No. 1053	No. 1054	No. 1055	No. 1056	No. 1057	No. 1058	No. 1059	No. 1060	No. 1061	No. 1062	No. 1063	No. 1064	No. 1065	No. 1066	No. 1067	No. 1068	No. 1069	No. 1070	No. 1071	No. 1072	No. 1073	No. 1074	No. 1075	No. 1076	No. 1077	No. 1078	No. 1079	No. 1080	No. 1081	No. 1082	No. 1083	No. 1084	No. 1085	No. 1086	No. 1087	No. 1088	No. 1089	No. 1090	No. 1091	No. 1092	No. 1093	No. 1094	No. 1095	No. 1096	No. 1097	No. 1098	No. 1099	No. 1100	No. 1101	No. 1102	No. 1103	No. 1104	No. 1105	No. 1106	No. 1107	No. 1108	No. 1109	No. 1110	No. 1111	No. 1112	No. 1113	No. 1114	No. 1115	No. 1116	No. 1117	No. 1118	No. 1119	No. 1120	No. 1121	No. 1122	No. 1123	No. 1124	No. 1125	No. 1126	No. 1127	No. 1128	No. 1129	No. 1130	No. 1131	No. 1132	No. 1133	No. 1134	No. 1135	No. 1136	No. 1137	No. 1138	No. 1139	No. 1140	No. 1141	No. 1142	No. 1143	No. 1144	No. 1145	No. 1146	No. 1147	No. 1148	No. 1149	No. 1150	No. 1151	No. 1152	No. 1153	No. 1154	No. 1155	No. 1156	No. 1157	No. 1158	No. 1159	No. 1160	No. 1161	No. 1162	No. 1163	No. 1164	No. 1165	No. 1166	No. 1167	No. 1168	No. 1169	No. 1170	No. 1171	No. 1172	No. 1173	No. 1174	No. 1175	No. 1176	No. 1177	No. 1178	No. 1179	No. 1180	No. 1181	No. 1182	No. 1183	No. 1184	No. 1185	No. 1186	No. 1187	No. 1188	No. 1189	No. 1190	No. 1191	No. 1192	No. 1193	No. 1194	No. 1195	No. 1196	No. 1197	No. 1198	No. 1199	No. 1200	No. 1201	No. 1202	No. 1203	No. 1204	No. 1205	No. 1206	No. 1207	No. 1208	No. 1209	No. 1210	No. 1211	No. 1212	No. 1213	No. 1214	No. 1215	No. 1216	No. 1217	No. 1218	No. 1219	No. 1220	No. 1221	No. 1222	No. 1223	No. 1224	No. 1225	No. 1226	No. 1227	No. 1228	No. 1229	No. 1230	No. 1231	No. 1232	No. 1233	No. 1234	No. 1
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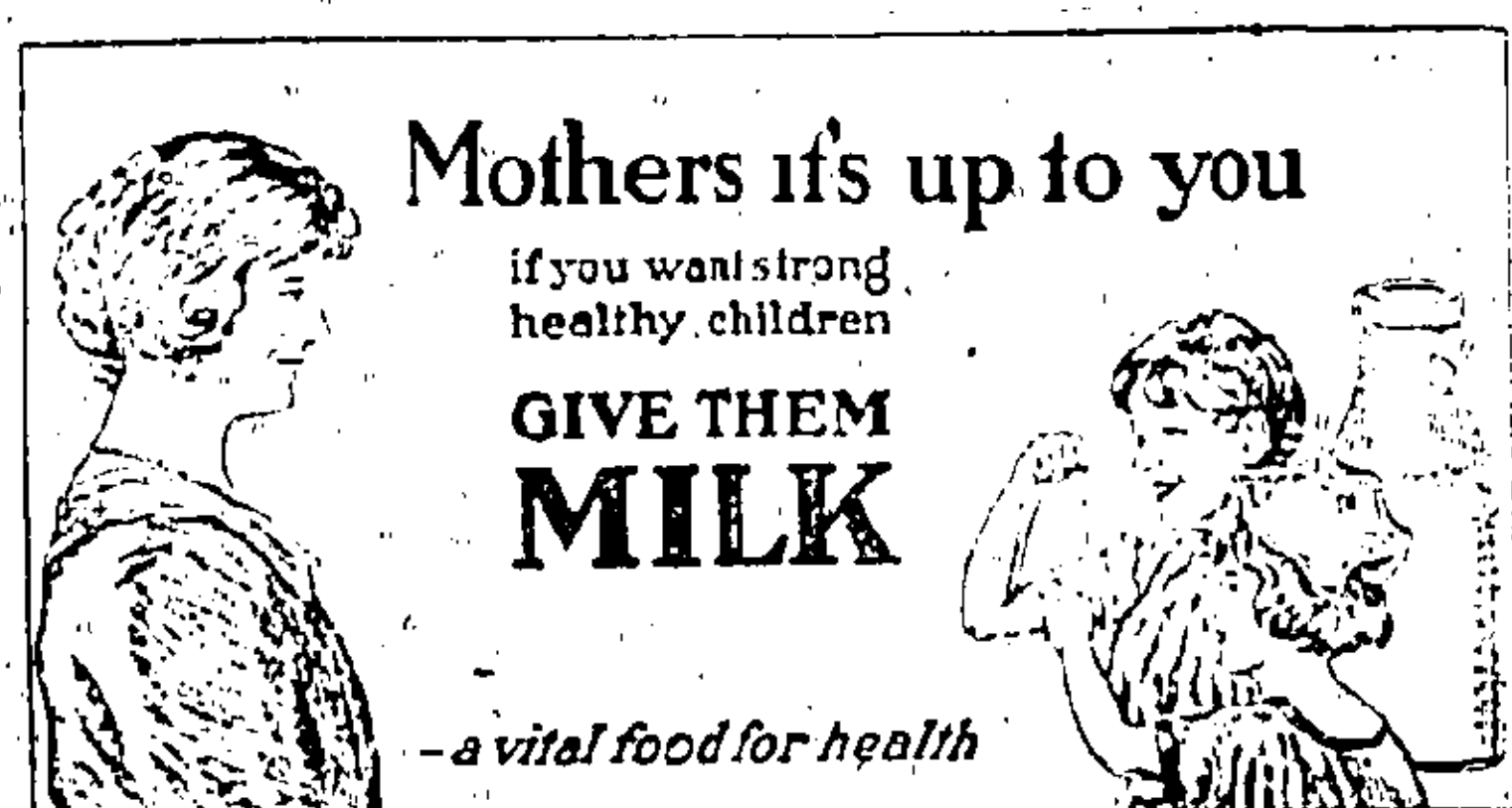
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THE WORLD'S NEEDS.

LORD CURZON'S VIEWS.

The Marquis Curzon of Kedleston addressed a gathering of 1000 people that filled the Royal Albert Hall on May 4th on the occasion of the annual demonstration of the Primrose League of which he is Chairman. Master and reviewer of some length the situation at home and abroad, he spoke in a spirit of confidence and, whilst expressing the opinion that the clouds were lifting in every quarter, admitted that they were rather heavy in Central Europe and the Ruhr. On Imperial affairs he looked forward with great hope and confidence to the Conference that were to be held in London in the autumn with the Prime Ministers from overseas.

Lord Curzon, in the course of his speech, said: Our representatives are now again sitting in conference at Lausanne. I daresay it will not be a very quick business, because Oriental conversations are proverbially slow, but at the same time I am hopeful of success both because it is to the interest of neither party to renew fighting. It would be, indeed, a folly and a disgrace if we were to do so. In the second place, because the differences, such as they are, between us and the other side are, in the main, differences of detail, and character to justify any irreconcilable and bitter hostility of the result, and if I contrast the present position with that which existed when I went to Lausanne in November last, when I was going out to what was popularly regarded as a forlorn hope, when my colleagues commiserated with me on my undertaking it, then I think the change in the position is significant and hopeful. (Cheers.) There is another part of the Eastern world there things are settling down—I refer to Egypt. Since 1922, when there was a very unfortunate outbreak in that country, we have been endeavouring to formulate the conditions which would enable Egypt to secure her own independence, subject only to the guarantees which were necessitated by our Imperial position and responsibility. We cannot wash our hands altogether of Egypt. The geographical position of that country, the responsibilities that we have accepted there, render impossible to do so. I remember when the Dominion Premier were here two years ago there was not any point to which they attached greater importance than this. They said they regarded Egypt as the Clasp of the Empire. The Egyptian statesmen have been engaged in formulating a Constitution for themselves, which has now been published and received with general favour. I think the Egyptians, being rather excitable people, are not perhaps likely to relapse into the repression of their manumission and their monuments, sometimes too readily disturbed. (Laughter.) Still, I can assure them that their tranquillity is one which we have not the least desire to interfere with, and that, on the contrary, we are desirous of helping their constitutional progress. I myself look forward to a time when a free and independent Egyptian people will be one of the great communities of friendly States, who will be in close alliance and association with the British Crown. (Cheers.)

There is a third part of the Eastern world of which I will say a word. I speak of Mesopotamia. The present Government came into a difficult heritage in Mesopotamia. It was the inevitable sequel of the war, but if anyone supposes we had any idea of setting up a sort of second Indian Empire in the valleys of the Euphrates and the Tigris, he would have been too many angels with flaming swords to prevent any such solution as that. (Laughter.) We cannot forget that we conquered Mesopotamia in the war and rescued that country from the blighting domination of that Turkey; we gave promises to the Arabs to erect an independent Arab State, a promise which we must keep. We cannot conceivably run away and allow the whole of this edifice, built up at such a sacrifice of blood and treasure to topple into irretrievable ruin. There was announced in both Houses of Parliament yesterday a solution by which we observe our promise but reduce our engagements in that country, and look forward to the time when she shall be able without assistance to stand alone. I believe that decision will be welcome to all classes of the community in this country, and I note with satisfaction that it has been warmly accepted in both Houses of Parliament. But someone of you will say there may be light in Turkey, in Egypt, and in Mesopotamia, but what about the situation in Central Europe and the Ruhr?

THE GERMAN OFFER.

I admit the clouds are rather heavy come that quarter, and there may be some who will say that they have not been greatly lightened by the events of the last twenty-four hours. I reply that you cannot expect swift or sudden solutions of a situation so complicated at this, where the passions of people are aroused, where great interests are involved, where the security and possibly the future existence of States are implicated. You have no Gordian knot which can be cut by the slash of the sword. Rather have you to disentangle it strand by strand, by slow and laborious processes. For my part, each move that is made, even if it be of an imperceptible character, seems to be a step in advance. I don't walk away from the chess board; I sit down and see if I can devise some fresh combination. I refuse to regard the situation in any spirit of despondency or despair. The Government are in close communication at this moment with the French and Belgian Governments and our Allies. (Cheers.) Whether the offer which has been made by Germany is good or bad—and there appear to be a great many people who regard it as inadequate—it is a question which concerns us all. We shall only emerge from this difficult and anxious situation by concerted action, and if the Germans are confronted with the advice, decision, and action of all the principal Powers concerned, the chances of success will be greatly increased. (Cheers.)

There is one other step in connection with foreign affairs in which a decided movement is about to be taken by His Majesty's Government. I allude to the meetings in the forthcoming autumn of an Imperial Economic Conference, and of a conference dealing more particularly with Imperial matters in their larger aspect. When history is written, the record of the past ten years and the steps which have been taken in the consolidation of the Empire by means of these conferences will occupy no inconspicuous place. I have attended many of these conferences, and I have seen them well from meetings where we discussed

(Continued at foot of next column.)

GOWNS AND HOODS' FAVOURED BY ARCHITECTS.

An actual majority in a meeting of the Royal Institute of British Architects have resolved to appropriate to their profession a hood and gown, after the academic style, for ceremonial purposes. Hitherto they have possessed no insignia of their own, by which they may be distinguished from their fellow-men on occasions of state, but henceforth (if the resolution stands) the world will have the advantages of knowing an architect when it sees one at an assembly of architects, or, perhaps, at the laying of a foundation-stone or the formal opening of an architect's creations. There are, however, so many gowns and hoods, of different cuts and colours, in existence, that to add to their number is not necessarily to impart much distinction to the architects. It may be regretted that the proposed form of their sartorial heraldry does not show more originality, difficult though it be, at this stage in the history of costume, to invent an effective new uniform. The Boy Scouts have succeeded in doing so, it is true; but most uniforms, even when new, have a long ancestry behind them, and most official robes and vestments are, when their origin is remembered, no more than archaic survivals, or garments common in a former epoch, and retained by a caste after their obsolescence among the general floods. It is well known, because to be worn by academics, that the gown and hood were originally the dress of the clergy, and their gowns were once nothing out of the usual. Why, then, should any modern body of men, clothing itself officially for the first time, desire to hark back to them?

The tendency of the age, moreover, is to obliterate such distinctions, and of us are shy of dressing up. Conversations at which academic dress is prescribed are usually voted a bore by those whose coloured silk has to be hired for the evening or whose white fur has, for want of airing, become shabby. Again, consider the artisan, who wears a genuine official dress every day—the aproned cobbler and the rest; the various servants of Government and great companies, the postmen, the railwaymen, the omnibus-men, and the bank messengers, their habit is to get out of their occupational clothes when they are off duty—on the principle, apparently, of leather and primordia. Their instinct is sound. What they wear at their work is mainly the result of the evolution of personal convenience; but it stamps them sincerely as what they are, and no gown can stamp a professional man. Just as there are ancient coats-of-arms, guarded when men were such things, and modern ones designed when they do not, so there are old official robes and new ones. But for the real robes of modern life we must look to those who wear them daily, and though it is often said that all men are now alike in the street, few things will appear less true. The chauffeur would be inconvenienced without his gutters; not so the Dean. The Bishop could dispense with his apron; not so the butcher. But the Dean's not so the butcher. But the Dean's apron and the Bishop's apron are at least worn daily; the architect's gown will not be his working dress. Yet why should we seem to raise objections? We do not, unhappily, recognize architects at present as such; but we may do so at some sublime and solemn convocation hereafter, if we are invited to be present. In that case, doctors, masters, and bachelors, as we may ourselves be, must take care not to appear as nobodies.—Times.

what I might call the domestic affairs of the Empire, such as tariffs, communications, and the like—I have seen them swell from that into great Imperial Councils endeavouring to work out an international policy for the whole Empire. During the war our efforts were directed in the main to winning the victory and determining the conditions of peace that would follow victory. If it were attained, and I can assure you that the contributions made by these statements to both those results were remarkable in the highest degree.

Now the situation is different. The war is over, peace has been attained, and a set of entirely new problems come before us. We have to see how far we can organize the resources of this great Empire in order to bring greater benefit to all the units who compose it, and to help up to help each other in respect to all fiscal matters, exchange of populations, and the like. But we also have to see how far by consolidation, by improvement of communications, we can develop a common policy in international matters, so that the Foreign Minister of this country when he speaks may speak not for Great Britain alone, but for the whole British Empire. (Cheers.) We made great advances in this direction two years ago. I can assure the Dominions that there is the warmest desire on the part of the Foreign Office to invite and to encourage their co-operation, and if the Foreign Minister of this country has, in a way, a more difficult task in the future because he will not be able, as he has hitherto been, to speak only for home opinion or domestic action, think of the addition to his power and his strength that will result if in speaking he knows the world knows that behind him the sentiments and the might of the British Empire as a whole. (Cheers.)

THE WARNING OF RUSSIA.

There never was a time when the condition of the people was a more urgent problem than it is at the present moment; and there never was a time when, owing to the wide extension of the franchise, the people were better able to enforce their own desires. If we cannot do it, others will, and if it cannot be done by constitutional means—which it can—(cheers)—then they will revert to other methods. But do not imagine for a moment that the people of this country have any inclination or desire to adopt the latter course. I decline for one moment to believe it. The awful spectacle of Communism in Russia, where that creed has ruined a once great country, has made Russia a waste of poverty and suffering, and has deprived the people not merely of all happiness and content in this life, but by their war upon religion of all hope of relief in the life to come—the Bolshevik programme there has profoundly disgusted all our people and is a warning to every one in this country. (Cheers.)

I believe that the dislike shown by Switzerland and Italy for Communistic nostrums is equally shared by our own people, and that they are far distant, when they will have recourse to any such means of relieving their own distress. But we must show not merely that these Communistic remedies are noxious and in the last resource ruinous in their operation, but that we have a better medicine in our own pharmacopoeia with which to treat these evils.

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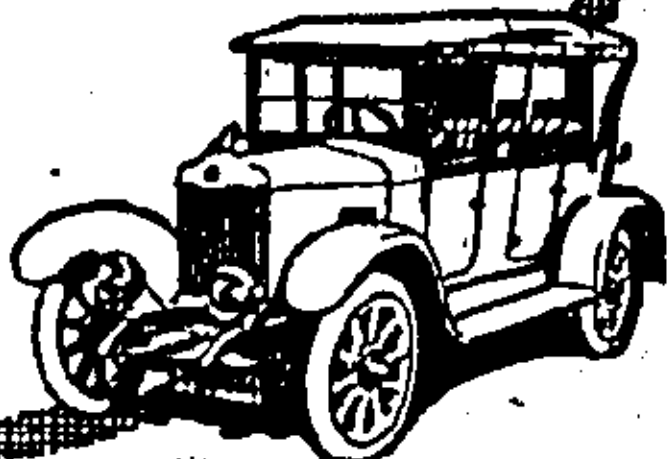
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AHEAD OF THE MAIL.

(FROM INDIAN PAPERS)

EX-KAISER AND LIEUT. ROSBACH.

LONDON, May 17th.
The Berlin correspondent of *The Times* states that the existence of secret relations between Lieut. Rosbach's organisation and the ex-Kaiser's house in Doorn was revealed at a court martial on Glade, a business man, who was charged with giving military information to Germany's enemies. The accused had been dealing with a British officer in Cologne, who had questioned him about the matter. Accused was sentenced to nine months' imprisonment.

[At a trial at Leipzig last month, revelations were made of a reactionary plot to overthrow the German Republic. It was then stated that Lieutenant Rosbach was the chief organiser and he was awaiting trial on charges of high treason.]

THE PRINCE OF WALES.

LONDON, May 20th.
A Welsh newspaper yesterday published the following: "The Prince's return to London from Swansea was followed by the revival of the rumour of a forthcoming announcement of His Royal Highness's engagement to a young lady not unconnected with Wales."

During his visit to Swansea the Prince was the guest of Lord and Lady Dytham at Bryn Castle and the rumour connected with his name with their only daughter, the Hon. Olive Douglas Campbell. The rumour, however, has been definitely contradicted.

CARL ROSA OPERA COMPANY
FOR SALE.

LONDON, May 23rd.
Meeting of the creditors of Carl Rosa Opera Company have decided to advertise the company for sale immediately. It is hoped that some influential friends, with adequate capital, will take over the concern and carry on the Carl tradition.

[An earlier cable, dated May 2nd, stated that the Carl Rosa Opera Company, against whom a creditor recently obtained judgment, had decided to go into voluntary liquidation; but the Chairman of the Board fore-shadowed steps towards the reconstruction of the company and the fulfilment of all contracts.]

MRS. STARR'S "PRIVILEGE."

CALCUTTA, May 23rd.
Mrs. Starr has sent the following letter from the C.M.S. Hospital, Peshawar, to the Vice-President, European Association in reply to the letter in which the Association's admiration for her bravery was expressed:—"May I through you thank the Council of the European Association very much indeed for their most kind letter and congratulations. These, however, I feel are really undeserved and I was of course only too glad to be allowed the privilege of going into Tihar after Miss Molly Ellis, a privilege which, I think, every British woman in India must have wished she could get. I have always wished to go over the border and as I had not had a day off from the routine of hospital work since September 15th last, the change was a real pleasure and most of it enjoyed. That the Khans who were with me were willing to talk everything over with me and let me share their opinions as if I had been a man was gratifying and I am grateful to them for their loyalty. So I feel it is I who should thank and not be thanked and indeed I am grateful for the joy of being allowed an active share in Miss Ellis's rescue. With renewed thanks for your kind letter, I am yours sincerely, (Sd.) LILIAN A. STARR."

EUROPEAN AIRWAYS.

LEAFIELD, May 24th.
Discussing with a representative of *The Times* his recent tour of European airways, Sir Samuel Hoare, who was Secretary in the late Cabinet and is stated to be retaining that office in the new Ministry, declared that the main object of the tour was to satisfy himself that British companies were proving effective means of transport and to examine the prospects of future development. He was impressed by the comfortable conditions in which he travelled and also with the extraordinary punctuality of arrival at various places. This has given Sir Samuel Hoare grounds for the hope that a scheme of co-operation with European countries may be possible when the establishment of an Imperial service is contemplated. In Holland he found great interest in the possibility of connecting Java and the Far Eastern possessions of Holland with Europe by air. Likewise in Belgium there was considerable interest in organising a flight from Belgium to the Congo. Sir Samuel Hoare says: "The Dutch might be of great value in an Imperial scheme. France would be interested as far east as Syria and Alexandria. We of course are interested directly at present from Cairo to Baghdad."

THE KENYA QUESTIONS.

LONDON, May 27th.
Mr. Sastri, in London to-day with reference to the Kenya question, declared that Indians only asked for a fair field and no favour. Indians were prepared to place native interests foremost, but that complete abandonment by whites of responsible government. He questioned whether that consummation were possible. Indians did not seek domination. They had helped to build up Kenya, and now they were told the Indians' position was a scandal of civilised government. While he readily acknowledged a hundred benefits India received, yet outside India, the Indian attachment to the Empire brought only humiliation and tribulation. Indians in the self-governing Dominions were treated worse than aliens. After alluding to certain sections and politicians who talked of a white empire "as political atheists," Mr. Sastri said that India wished to continue the connection with the Empire which she regarded as entirely beneficial to herself, and meant to make enduring. He believed in the genius of British statesmanship to reconcile the different cultures and civilisations; and he strongly resented a handful of whites endeavouring to break down such an ideal and invoking the help of General Smuts, as if he were the Pope of white domination of the earth, to obtain a reversal of the Imperial Conference decision. Indians, concluded Mr. Sastri, refused any longer to be bullied into submission.

ROYAL PARTY'S NARROW ESCAPE.

LONDON, May 23rd.
The Queen and Princess Mary had a narrow escape from a motor smash while motoring to the military operations at Aldershot, to-day. A heavy lorry suddenly started in front of the royal car. The Queen's chauffeur increased his speed and passed the lorry by a few few inches, but the car following, containing Sir Philip and Lady Chetwode and a lady-in-waiting, crashed in to the lorry and was partially wrecked. The occupants, however, escaped with a severe shaking.

INDIAN VICEROYALTY RUMOURS.

LONDON, May 27th.
The change of Government regarding the Indian Viceroyalty. *The Sunday* once states it is understood that Earl Reading is seriously considering the position and it will not be surprising if he relinquishes his appointment later in the summer. He is opposed to Government on many vital points: he had serious doubts as to the propriety of retaining his office when the Conservatives came into power, but Mr. Bonar Law prevailed upon him to remain. There is no doubt that the two worked together without sign of friction and it remains to be seen, says the paper, whether he will equally harmonise with Mr. Baldwin, but it is an open secret that had Marquess Curzon become Premier Lord Reading would have resigned immediately.

DE VALERA'S ORDER.

LEAFIELD (OXFORD), May 26th.
De Valera's publicity department has issued the following: On May 23rd a special army order to cease fighting and dump arms was issued. This is to be completed by May 28th.

It appeared that arms are to be deposited in secret places and that the Irish Free State Government will have the task of searching for them, but nevertheless it seems that from now onwards any armed enterprise that may be made by the rebels will be without warrant or sanction of de Valera. It may be recalled that a month ago de Valera made proposals for peace terms. The terms were expressed in vague language, but the general purport of them was that no one who had levied war on the established Government should be called upon to suffer any sort of disgrace. At the same time the suspension of hostilities was proclaimed which was not altogether observed and the Irish Government were invited to follow suit. The Irish Government took no notice of the proclamation.

The *Manchester Guardian* Dublin correspondent says: The steadfastness and courage of the Irish Free State Government in refusing to make terms with the rebels is thus at last signally rewarded and they retain as they ought to retain full discretion as to the treatment to be accorded to the men who have been in arms against the representatives of the people and who have sought by every method of violence to impose their will on the mass of their fellow countrymen.

"PROFITEERING"

The *Times* Trade Supplement, on its principal editorial page, has these remarks:—

Our readers will recall the numerous instances in which frankly hostile "profiteering" committees discovered that great trading organizations did not as a matter of policy use their strength to extract higher gross profits than were customary among unorganized traders. The Co-ops combine stabilized the price of sewing-cotton and were able to charge British consumers less because of profits from foreign trade. That is one of the advantages of branded and advertised goods—the proprietors endeavour to stabilize prices because it is good business to do so, and in fact, advertised goods during the years of scarcity were far less subject to fluctuations in price than unbranded merchandise. The history of the bicycle shows how the consumer benefits from mass production and mass selling on scientific lines. The report of the committee on Trusts pointed the latter way. Let us have no less but more combination, method, and scientific salesmanship with the Board of Trade holding the power to interfere on behalf of fair play. Only by such means can British trade hold its own against the cartels and trusts of its competitors abroad.

It appears from the report of the Committee on Milk Supplies that the milk "combine" is in a position to supply milk to the consumer profitably at a price per gallon less than the unorganized retailers can afford to charge. Indeed, it is stated that if the combine reduced its charges the result would be "to exterminate the smaller retailer dealing only in milk, who lives on the edge of the profit margin." So much has been said about the wickedness of combination in industry that it is useful to record this testimony to the greater efficiency of organized trading. The way to progress and the ultimate advantage of the consumer is through organization, and not through unrestricted cut-throat competition. But this country is slow to grasp the possibilities of organization, and even the Committee finds it difficult to draw the right deduction from the facts.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

JUNE 13th, 1933.

Hongkong and Shanghai Banks	1,090 ss.
Union Insurance	227½ b.
Hongkong Fire Insurance	40½ b.
Indo-Chin (Deferred)	185 ss.
Kowloon Wharves	167 ss.
Whampoa Docks	154 b.
Shanghai Docks	96 ss.
Hongkong Hotels	26.65 b.
Humphreys Estates	25½ b.
Oriental	54 ss.
Cements	23 b.
Hongkong Electric	31½ ss.

b—buyers; s—sellers; ss—sales.

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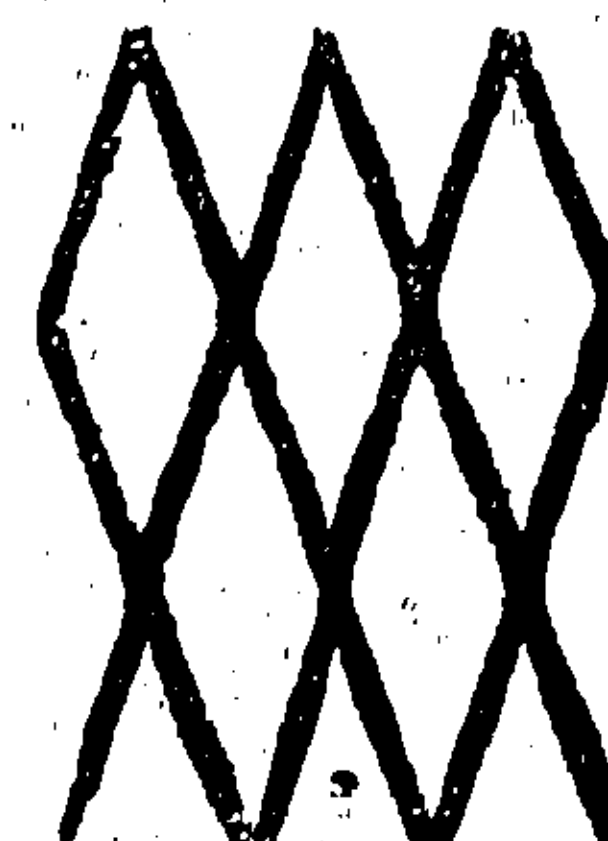
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RAILWAY POLICE FOR CHINA.
A CHINESE ASPECT.

A new item circulated by the Asiatic News Agency from Peking, dated June 8th, states:—

General Ma Lien Chia of Anhui has wired to the Government stating that he fully agrees with General Chi Hsieh Yuan, of Kiangsu, about the necessity for the organization of a joint special railway force for guarding the various sections of the Tientsin-Pukow Line, with a view to preventing any repetition of the Lincheng bandit outrage within the territories of Chihli, Shantung, Kiangsu and Anhui. In this connection, General Ma says that, owing to the disbandment of the various regiments of the Anwu army corps in his province, and the prevalence of bandits in northern and southern Anhui, the present strength of the Anhui army under his command is insufficient, so he proposes the reorganization of his troops into one full division and four mixed brigades, including the above-mentioned special military guard, and he demands that he should be authorized to spend an additional half of a million dollars per annum for military purposes.

As the recent disbandment of superfluous troops in Anhui only saved about \$600,000 per annum, the people of Anhui are vehemently opposing the scheme of General Ma and they absolutely decline to shoulder the new military burden if the Peking Government sanctions it. It appears that the Lincheng incident, instead of encouraging troop disbandment in the country, will afford a fine excuse for the avaricious and ambitious militarists of the province to enlarge the existing force of armed coolies, who are really no better than brigands. At the same time, General Chi Hsieh Yuan of Kiangsu has wired to the Government stating that as he is responsible for the safety and protection of foreigners within his jurisdiction, the organization of a special railway police force for services along that section of the Tientsin-Pukow Line cannot be delayed, otherwise he will accept no responsibility for future consequences. General Tien of Shantung will surely do the same thing because he is already complaining about the shortage of troops under his command for bandit-suppression and railway-guarding purposes.

REMARKABLE AUTOMATIC FLIGHT.

Experiments at Villacoublay, Aerodrome, near Etampes, have culminated in the perfection of automatic flight, and on April 9th for the first time an aeroplane rose, flew for some time, and landed without a touch of the pilot's hands. Several flights had already been made in which the machine was controlled from the ground, but in all the previous experiments it has been necessary for the pilot in the machine to take charge for landing. The aeroplane used was a large Voisin bomber of 300 horse power, in which two experts travelled as passengers. Before it left the ground all the controls were sealed in the presence of officials, and the seals were intact at the close of the flight. After a fairly long taxi, the plane began to climb, and quickly reached a height of about 1,500 ft., flying steadily and apparently under perfect control. In obedience to the pressure of buttons on a keyboard installed on the ground it turned to right or left, swooped, and climbed again, and circled gracefully over the knot of spectators. When it had been directed accurately on to the selected landing line, another touch of the key, brought it gently to earth, where it made a perfect landing, while its two passengers stood with their hands raised above their heads in proof that they had no part in the manoeuvre. It is this problem of landing which has hitherto proved the greatest obstacle in the way of purely automatic flight. On this Voisin machine it was solved by means of a metal rod some four yards long attached to the undercarriage. In taking off, one end of this rod is automatically released, the rod touches earth, it shuts off contact, and so brings the machine smoothly to ground. Contact between the ground keyboard and the controls of the aeroplane is maintained during flight by Hertzian waves, while stability is assured by an arrangement of four gyroscopes. Automatic control of the plane can be either by means of a ground keyboard or by a perforated roll installed in the machine itself, which acts in much the same way as the music rolls in mechanical piano-players.

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GREAT STRENGTH OF BAMBOO.
SEVERE TESTS OF MECHANICAL PROPERTIES.

In an introductory note to a paper read before the Engineering Society of China, at Shanghai, it was explained that, in accordance with instructions given by Mr. H. von Heidenstam, Engineer-in-Chief of the Whangpoo Conservancy Board, the tests of the mechanical properties of bamboo reported on by Mr. B. Ecklund, Engineering Assistant in charge of the Board's Construction Department, had been made.

Soil consisting of compact sand, it was stated, is most suitable for a bamboo plantation. The best times for planting are the 1st, 2nd, 5th, 14th and 16th months of the Chinese year. Young bamboo plants one year of age are taken from an old plantation, removed and planted in the desired place. From an eight years old plantation about 300 bamboos per mu can be cut yearly. The shoots are a valuable by-product. About 30 lbs. of shoots per mu can be cut yearly.

BAMBOO TOW ROPES.

The mean result of 150 bending tests was 13,300 lbs. the maximum being 21,000 lbs. and the minimum value being 6,300 lbs. The collapse of the bamboo was always sudden and the material was split into pieces parallel to the longitudinal axis, none of the fibres being torn. This fact indicated that the collapse was caused by the shearing force. The value of the maximum shearing stress in the centre fibres of the material was highest for the smallest sizes tested and lowest for the biggest sizes. Bamboo was used as reinforcement for concrete beams which were then tested for bending and the value of the tensile stress was calculated by means of formulae similar to those used for steel reinforced concrete; the very large deflection caused the formation of a large number of big cracks, so that in the calculations the tensile stress of the concrete is entirely neglected. The ultimate tensile stress of the bamboo was found to be 14,000 lbs. per square inch. Mr. Meyer on a recent visit to the Upper Yangtze estimated the working stress of the twisted and plaited bamboo ropes used for towing the junks up against the currents of the rapids in the Gorges, at about 10,000 lbs. per square inch of the material, this stress every now and then being more than doubled. The material of which the ropes are made is taken from the outer 1/4 of an inch of a bamboo of about 4 in. diameter.

Tests for deciding the ultimate compressive stress of bamboo were executed by the kind assistance of the Shanghai Municipal Council Public Works Department, which placed their compression testing apparatus at the Board's disposal. When the pressure approached the ultimate stress big cracks appeared on the sides of the specimen which opened wider and wider and the piece finally broke down even with a decreasing pressure. The ultimate compressive stress of bamboo was found to be 5,500 lbs. per square inch. When used as reinforcement material for concrete the large elastic strain of the bamboo is a great disadvantage. When using bamboo as a reinforcement it is recommended to cut the material into thin laths in order to increase the adhesion. It is of importance to acquire knowledge of the rate of decay of the bamboo when used as reinforcement material. Tests to this effect are already planned by the Whangpoo Conservancy Board. The question of the shrinkage under water and of bamboo imbedded in concrete is likewise of great importance for forming a final opinion as to the suitability of bamboo as reinforcement material.

A WONDERFUL BRIDGE.

The paper concluded:—When studying bamboo as a construction material it would be unfair not to pay certain attention to the remarkable suspension bridges erected by Chinese engineers in West China on the Tibetan borders. The most famous of these bridges is called An-lan Chiao, on the road between Kanchuen and Min-sheng Ting (over the Min River), and Ernest Henry Wilson, V.M.B., in "A Naturalist in Western China," says:—

"This most remarkable structure is about 250 yards long, 7 feet wide, built entirely of bamboo cables resting on seven supports fixed equidistant in the bed of the stream, the central one only being of stone. The floor of the bridge rests across two bamboo cables, each 21 inches in circumference, made of bamboo, split and twisted together. Five similar cables on each side form the 'rails'. The cables are fastened to huge capstans, imbedded in masonry, which are revolved by means of spars and keep the cables taut. The floor of the bridge is of planking held down by bamboo rope on either side. Lateral strands of bamboo keep the various cables in place, and wooden pegs, driven through poles of hard wood, assist in keeping the floor of the bridge in position. Not a single nail or piece of iron is used in the whole structure. Every year the cables supporting the floor of the bridges are replaced by new ones, they themselves replacing the rails. This bridge is very picturesque in appearance, and a most ingenious engineering feat."

CHINA AND WIRELESS.
THE RECORD FOR 1922.

The Year Book of Wireless Telegraphy and Telephony, published by the Marconi Wireless Telegraph Co., Ltd., contains the following statement, signed "F. E. Robinson," regarding the position in China:—

From the purely technical point of view, no great progress in wireless telegraphy took place during the year 1922. Recent developments in this great country have moved rather on the lines of building up an organisation to operate the existing wireless stations.

The present Government only came into power towards the middle of 1922, and naturally they require time to cope with the problems arising out of such a new science as wireless telegraphy. Like all the Chinese, they leave the most difficult problems until minor ones have been smoothed away; nevertheless, the Chinese Wireless Telegraphy Company—a joint concern of the Chinese Government and Marconi's Wireless Telegraph Co., Ltd., of London—continues its consulting and educational work, and, notwithstanding the many difficulties met with, it has already become firmly established in the commercial field. It goes without saying that its activities will considerably increase once the regulations, now about to be put into force by the Chinese Government requiring all Chinese ships above a certain tonnage to carry wireless apparatus, come into force. This is another indication of China's effort to bring the commercial undertakings of her country into line with those of western countries.

In order to facilitate the maintenance of the increasing number of ships using wireless in the East, the Marconi International Marine Communication Co., Ltd., has established a service and maintenance depot at Hongkong which, in conjunction with similar facilities offered at Shanghai by the depot of the Chinese National Wireless Telegraph Company, constitutes another important link in the universal chain of depots established and maintained by the various associated Marconi Companies. Until the year 1922, vessels in the China trade fitted with wireless apparatus worked at considerable disadvantage owing to the absence of wireless depots, but their requirements can now be met at the above depots where they require complete sets or merely need repairs to existing equipments.

A training school for Chinese wireless telegraph operators is to be opened during 1923 either at Hongkong or at Shanghai.

During the summer of 1922, the 25 kW. station at Urumqi (Eastern Turkestan) was completed and this station has been in direct communication with several stations in India. The transportation of material for this station and its construction represents quite an important event inasmuch as it links together India and China.

A 25 kW. station is now under construction at Kashgar and should be completed about the middle of 1923. This station is intended to communicate with Urumqi, but it will also be capable of carrying on communication with stations in Russia and India as well.

The 25 kW. station erected at Urga, the capital of Mongolia, is not at present working owing to the unsettled state of the country, but it is expected that this station will resume work during 1923. When this has been done and when the station at Kashgar is completed, the Government at Peking will be in direct communication with the three great northern trading centres for the interior of North-west China.

The National Research and Testing Laboratory inaugurated by the Board of Communication has now been completed. It will be run by the six students who passed through a two years' course of instruction at the Marconi College at Chelmsford.

The Wireless Telephone Signal Corps which was formed by the Board of War in 1919, still continues to render great service to the Chinese Army. The entire Corps is under the control of Chinese officers and the apparatus is worked by Chinese soldiers.

The erection of new stations at Harbin, Peking and Canton, is under consideration, and a large trans-Pacific station is contemplated for Shanghai. These stations are to be erected by the Federal Wireless Telegraph Co. of America, and they will be under the control of the Board of Communications at Peking.

There is no doubt that a big field for wireless in China will be open in the near future. Those students who have studied abroad are now beginning to put into practice the ideas they have absorbed in western countries. As time goes on and more and more of such men get into power, the use of wireless in China is assured of considerable expansion.

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THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship "JEYPORE"
carrying His Majesty's Mail, will be despatched from this port 4 p.m. on MONDAY, the 18th JUNE, taking Cargo for the above Ports. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and then transhipped to the co-carrying Steamer for Marseilles and London. Parcels will be received at the Office up to Noon on Monday 18th JUNE. The contents and value of all packages are required. For further particulars, apply to
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 11th June, 1923. [934]

NOTICE TO CONSIGNEES.

The Steamship, "EGREMO ST CASTLE," From NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before 12th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter or before the 18th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS. No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODDVELL & CO. LTD., Agents.**
[941]

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NOTICE TO CONSIGNEES. From ANTWERP.

THE Steamship "SOLVIKEN"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon, to-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 15th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must procure an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **NAAMLOOZE VERENIGING CARL BODIKER & CO'S HANDELSMAATSCHAP (LTD.), Agents, Rickmers Linie.**
Hongkong, 11th June, 1923. [937]

NOTICE TO CONSIGNEES.

"ELLERMAN LINE." From UNITED KINGDOM AND CONTINENT.

THE Steamship "CITY OF MANCHESTER"
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th June, 1923, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before 22nd June, 1923, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **THE BANK LINE, LTD., General Agents.**
Hongkong, 12th June, 1923. [948]

When in doubt about your eyes

or your glasses
Consult
CHINESE OPTICAL CO.
Eye-sight Specialists.
67, QUEEN'S ROAD CENTRAL, Hongkong.

ON SALE.

HONGKONG HANSARD REPORTS
of the
LEGISLATIVE COUNCIL for the Session 1921.
Revised by the Members.
PRICE — — — — \$5.
Daily Press Office.

SIKH & MOHAMMEDAN.

A MONETARY CLAIM FOR KINDLY SERVICES. RENDERED.

Alleging that he helped a fellow Indian villager on his arrival in Hongkong to get work in the Colony as a watchman and had done many other kindly services for him, a Sikh watchman, named Bhagwan Singh, sued a Mohammedan watchman, named Barry Khan, in the Summary Court yesterday for the recovery of \$34. The claim was for various services rendered during a period of six months, including the provision of food, the teaching of Chinese and waking up the defendant when it was time for him to go on guard duty.

Mr. C. A. S. Russ represented the plaintiff and Mr. McCullum appeared for the defendant.

Mr. Russ said the claim represented roughly a claim of thirty cents a day for six months, during which time the defendant lodged with the plaintiff, had part of his food and had done various small services for him. The defendant, added Mr. Russ, was a Mohammedan and the plaintiff a Sikh, which meant that the defendant would eat no meat which had not been prepared by one of his own faith. "But I am sorry to say," added Mr. Russ, "that despite the precepts of Islam the defendant was in the habit of drinking wine."

The Judge: What sort of wine, not champagne, I suppose?

Mr. Russ thought it would be Chinese wine. The defendant, he went on to say, came to the Colony, penniless, in 1922, and went to see the plaintiff who came from the same village, and who was, among other things, a watchman at the French Bakery. The defendant later got a job as police guard at the Bank of East Asia. At that time he lived at 13, Moon Street, Wan-chai, away from the Bank, and went for his food to this French Bakery Store where the plaintiff was, and the latter saw that defendant got up at the proper time and generally helped him. It was always agreed between the parties that the defendant should pay something. At the beginning of March the watchman living at No. 13, Moon Street, formed a proper mess and the defendant had to leave there, as he had his meals with the plaintiff.

The Judge remarked that on the whole, he had found these men were quite honest and when a just claim was denied there was almost sure to be some quarrel behind it all. "What is the reason?" queried his Lordship of Mr. Russ. "Can you attribute it to anything?"

Mr. Russ said it was very difficult to say but he understood there was no quarrel.

The plaintiff in the box, said he had been in Hongkong for 27 years. When the defendant arrived he lived at 13, Moon Street, and had his food with the witness. When the defendant arrived he found him a job at Takoo, but he could not stay there. He then supplied him with a book to study Chinese. The defendant, after all witness had done for him, had not paid him one cent and he considered his claim of 30 cents a day a very reasonable one. That covered every thing, including his lessons in colloquial Chinese.

Cross-examined by Mr. McCullum, the plaintiff admitted that he had a variety of occupations including that of a registered money lender.

Were you good friends?—I simply helped him because he was a villager of mine. You were very kind to him. You taught him Chinese. You supplied him with the most extravagant foods and wines?—Yes.

Referring to the lessons in Chinese, Mr. McCullum asked how long it took the defendant to pick up Chinese. Witness replied that he taught him the language inside three months.

He must have been a very diligent scholar to pick it up in three months?—Oh, yes; anybody can pick it up in one month.

Opinions differ on that?—He could learn sufficient to converse slightly.

A Chinese woman, living at the French Bakery Store, gave evidence as to seeing the defendant at the store under the influence of drink. She described his attitude on those occasions as "playful."

The defendant, in the box, said he had only visited the plaintiff's quarters on two occasions, and he denied running up a bill for services rendered. He did not drink and denied an allegation by Mr. Russ that he was fond of whisky.

(Continued at foot of next column.)

THE POLICE SHOOTING TRAGEDY.

"AIM AT MY EYE."

INSTRUCTION WHICH SPILLED DEATH FOR THE INSTRUCTOR.

The tragic story of how Police Sergeant Michael Alexander Cole met his death on the police revolver range was re-told at the Magistrate's yesterday afternoon when Mr. J. R. Wood, with the assistance of a jury, conducted an inquiry into the circumstances of the death.

The Jury consisted of Messrs. W. J. Mockett (foreman), E. I. do Rozario, and M. H. Abbas.

Lance-Sergeant Askew was the first witness called. He stated that shortly after 2 p.m. on June 5th he went to the Kennedy Road revolver range for practice. Sergeant Cole and a range coolie were the only other people present. Witness arrived wearing civilian clothes, but he took off his coat, and flung the cloth cap he was wearing on the ground. At the same time he drew the revolver from out the holster and handed it to the deceased. They commenced chatting, and while they were speaking, Sergeant Cole opened the chamber of the revolver, which was fully loaded, and shook the bullets into his hand. He did not use the ejector, and without looking to see how many bullets there were, he put them on top of witness's cap. Handling him back his revolver, deceased said:

"Aim at my eye." Witness did so, and cocked the weapon, finally pulling the trigger. Sergeant Cole then remarked:

"I see you have the common habit of pulling. Now watch me."

Thereupon he took the revolver away from witness, pointed it at his (Sergeant Askew's) right eye, and pulled the trigger. Then he said: "Now do it again." Witness took the revolver, aimed at Sergeant Cole's right eye and pulled the trigger. He repeated the performance; there was a flash and a crack, and deceased fell to the ground with a bullet in his skull. Witness immediately sent for the ambulance, but deceased died within five minutes, and he was extinct when the ambulance arrived.

Questioned by the Magistrate, Sergeant Askew said that between the time deceased opened the revolver, and when he fired the fatal shot, the chamber was not opened.

Dr. J. H. T. Smalley said the deceased died from a bullet wound in the skull. The bullet passed through the lid of the right eye, and went into the brain.

Sergeant E. Carpenter, stated that he was the muckety instructor, and deceased was his assistant. In telling Sergeant Askew to aim at his right eye, Sergeant Cole was following out instructions for training men with the revolver.

The Armoury Sergeant of the King's Regiment, Sergeant-Major Greig, gave evidence, and demonstrated for the benefit of the Jury and the Magistrate the mechanism of the revolver. He also demonstrated the emptying of the chamber with the ejector, and merely by shaking. He stated that the revolver and the bullets were in perfect condition. He added that if the deceased had used the ejector instead of just shaking the bullets out, the accident could not have happened.

The Coroner, addressing the Jury, said he thought they would agree that death was accidental. There was obviously negligence involved, but it was that of the deceased alone. He had been grossly careless. Sergeant Askew, he added, had given his evidence fairly and with frankness.

The Jury brought in a verdict of "accidental death."

"Then have you ever held the Chinese lady's hands?" asked Mr. Russ?—No.

The defendant also said he could not speak a word of Chinese. He admitted, however, that the plaintiff had written one or two letters for him, but said that for this service he had paid him a dollar. On one occasion the plaintiff asked him for a subscription of \$50 towards the building of a Sikh temple, but he did not comply on the ground that he was a Mohammedan. On one or two occasions the plaintiff had sent him a letter asking him to give him a drink for the work he had done for him.

After Mr. Russ had submitted that the defendant had been supplied with light refreshments, his Lordship decided to dismiss the claim, stating that the evidence was too vague to establish the case. The plaintiff had not made out his case.

TROUBLE ON A TRAMCAR.

PORTUGUESE CHARGED WITH ASSAULT.

A young Portuguese was the defendant in a case of assault at the Magistrate's yesterday morning. The complainant was a respectable dressed Chinese, who alleged that he was struck in the eye, on the mouth, and on the knee by the defendant, A. A. Remedios, on a tramcar. The case was heard by Mr. J. R. Wood.

Plaintiff, giving evidence, stated that he was riding on a tramcar at Shaokwan early in the evening of June 6th. They were also on the top deck of the car, where the incident happened, the defendant and a soldier. The plaintiff had a small child with him. Just after the car had left Causeway Bay plaintiff told to change his seat. He went to the defendant, said "excuse me" and sat down beside him. Remedios's hat was on the seat and as witness sat down it fell to the floor. Without saying a word, defendant got up and hit witness in the eye, the mouth and on the knee. He then attempted to leave the car, but witness chased him and held him fast. He then gave him over to a Sikh sergeant of police who was standing in the road, and they proceeded to the Shaokwan Police Station.

Defendant alleged that plaintiff caught hold of him by the tie, first.

Plaintiff denied this, stating that he did not touch the defendant's tie till he had first been struck.

In evidence, defendant said that the plaintiff came and sat by his side in the car, in spite of the fact that the whole top deck was empty of passengers excepting the soldier. As he sat down he knocked witness's hat on to the floor, and witness told him to pick it up. He refused and pushed witness with his leg. They then started to push each other, and the soldier came up and interfered. He was the man who gave the two of them in charge; it was not the plaintiff as he had stated. All the way to the Police Station plaintiff was trying to punch him.

Asked by the Magistrate how he accounted for the fact that complainant had marks of blows on his eye, mouth, and knee, defendant said he did not know; he never struck him, but merely pushed him.

Inspector Lunnigan of the Shaokwan Police Station, in reply to his Worship, stated that he could not say who the soldier in the case was, or what regiment he belonged to.

The Indian sergeant said he did not notice the soldier's shoulder badge, but the man was stationed at Lyemun Barracks.

The case was adjourned till Saturday morning for the soldier to be found.

THE PILGRIM.

THE LATEST CHAPLIN FILM IN HONGKONG.

The screening of "The Pilgrim" at the World Theatre, in which Charles Chaplin features as the principal character, is drawing large houses. On Tuesday night the Theatre was packed, and last night there was another big crowd. The picture is billed as Charles Chaplin's "latest, greatest and funniest picture." It represents the famous comedian as an escaped convict who, to outwit the arm of the law, dons the clothes of a cleric, which he finds on the bank of a river. Charles, robed as a respectable minister of the church, takes train for a town where it so happens that the "Rev. Mr. Pim" is expected to arrive by the same train to take up duties in a new sphere of labour. The real Mr. Pim is detained and when Charlie arrives at his destination on a Sunday he is surrounded by the elders of the kirk who escort him to the church where he is just in time to conduct the service. Numerous complications arise out of the situation and the incidents that follow provide a continuous stream of laughter.

A Snub Pollard film "The Old Sea Dog" is also shown and this is particularly good. There is also a Chinese scenic picture, "The Temple of Hangchow" which reveals in a very interesting manner, a fragment of the past history of China.

The programme will be shown at the World Theatre each evening at 8.15 p.m. until Saturday.

There was a good output from Clyde shipbuilding yards in April, and contracts for three new P. & O. liners have been booked.

At no distant date the Royal Hospital School, Greenwich, where for upwards of 200 years boys have been trained for the Navy, will be removed to Holbrook, Suffolk.

THE SWEEPSTAKE DISPUTE.

YESTERDAY'S ARBITRATION PROCEEDINGS.

The arbitration proceedings in connection with the Chinese Club's Derby Sweep were resumed last evening. The winning ticket (2066) is claimed by Mr. Chik Sui Ling of Shanghai, and Mrs. Violet Chan, of Hongkong, who are represented by Mr. C. G. Alabaster, K.C., and Mr. Eusey Zeitlyn, respectively.

Mrs. Chan continued to give evidence last evening. In reply to questions by Mr. Zeitlyn, witness said that when she bought the ticket at the Christmas Eve party she placed the ticket in a drawer. She last saw the ticket a week before they moved from No. 5, Arbuthnot Road, to No. 9, Robinson Road. She did not give the ticket to anyone. On March 1st (the day the Derby was run) when they were informed that the ticket had won first prize, she discovered it had been lost. Mrs. Chan's mother on that occasion went to get her ticket (bought at the same time) and as she could not read English she showed it to Mrs. Li—another daughter. Mrs. Li became "frightfully excited," saying "why you are just one number above." Mr. Ng Quinn then said "Vi (Mrs. Chan) you bought your ticket before mine, you must have won." Witness then went to look for the ticket but could not find it in spite of the fact that she searched "most desperately."

Witness went on to say that it was on her instructions that the telegram was sent to her brother (Mr. Sidney Quinn) at Shanghai by Mr. Henry Wei asking him to return "immediately."

Mrs. Chan, in the course of the cross-examination was asked by Mr. Alabaster: I put it to you that you are mistaken in your belief that you bought 2066? Mrs. Chan: Oh, really?

Mr. Zeitlyn: Oh, answer Mr. Alabaster please.

Mrs. Chan said she was certain she was not mistaken.

Mrs. Ng Quinn, mother of Mrs. Violet Chan and Mr. Sidney Quinn, next gave evidence and told the Court the story of the purchase of the ticket by Mrs. Chan at a Christmas Eve party.

Mr. G. K. Hall Brutton gave evidence later in the evening. He described the incidents in Mrs. Chan's house after the motor boat picnic the day before Christmas. He stated that he saw no tickets sold excepting his own, as he was out of the room washing his hands. On his return he was asked to buy a ticket. He asked who had ticket No. 2066, and Mrs. Chan replied that she had, and showed it to him. On the day of the race Mrs. Chan rung him up and said she had bought the winning ticket, but had since lost it. He told her that it would be all right when her brother came back.

Before the proceedings concluded for the night Mr. Zeitlyn announced that he had nearly finished his case. The only witness he had to call were Mrs. Lai, Dr. Wu, and a gentleman from Shanghai. The latter would not be able to get to Hongkong till next Monday, and Mr. Zeitlyn suggested that the proceedings be adjourned till then. He believed he would be able to complete his case altogether on Monday.

The suggestion was adopted, and the arbitration adjourned till Monday.

A DANGER OF RICHES. JEWELLER AND CLERK.

A young Berlin bank clerk appeared in the Measbit Police Court, on May 4th, on the charge of assaulting a Berlin jeweller in a cafe in the Friedrichstrasse. According to the jeweller, the young man gave him a tremendous smack in the face without any apparent reason. The young bank clerk admitted that the reason could hardly be a good one.

"I hardly know myself why I struck him," he replied to the Judge, "except that I didn't like his face. I was sitting beside him when a blind beggar came in and begged from him, and there he sat, with his fat red face opposite an enormous portion of roast beef, with rings on his hands, and a grand suit, and his face a smug picture of avarice and humility. I said to myself, 'He must give the beggar something. He simply must. He is rich; he is eating himself dead, and he will never miss it.' And when he replied, 'On principle I give only to charitable societies,' I was overcome by an unconquerable impulse. Something lifted my hand, and then the next thing I heard was the resounding smack on his perspiring cheeks."

The Court found that the young man had acted under the influence of hysteria and inflicted a fine.

Monsieur Georges Barbot, the French aviator, succeeded last month, in flying the Channel from St. Iglewast, near Boulogne, to Lympne and back, using a low-power aeroplane of the glider variety.

MILADY'S DRESS

SMART
AFTERNOON
AND
EVENING
GOWNS.

The very newest and most exclusive style-tendencies are embodied in our newly arrived stocks.

Made in the following materials—Cotton Georgette, Plain and Embroidered Voile, Silk Georgette with the new Floral effects also Moroccan, Lace, and Crepe de Chine. We have a wide range of sizes but should any alterations be necessary they will be executed free of charge, on the premises.

Prices from \$18.50.

Do not fail to call and inspect our truly fascinating collection of Semi and Trimmed Hats.

LANE, CRAWFORD, LTD.

FOR QUALITY & STYLE.

THE CATERING DEPARTMENT

OF

CAFÉ WISEMAN

is replete with every requisite for carrying out orders for

MOTORING & WALKING PICNICS
WEDDING RECEPTIONS, GARDEN PARTIES
PRIVATE DINNERS, DANCE SUPPERS
LAUNCH and YACHTING PICNICS.

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

LANE, CRAWFORD, LTD.

"BROADWOOD"

PIANOS ARE ALL BRITISH

THEY ONLY COST A LITTLE MORE
BUT ARE A LOT BETTER.

THINK IT OUT.

LATEST SHIPS' MODELS

AT

ANDERSON'S

TEL. C. 1322.

Powell
TELEPHONE C. 3146.

We have a complete stock of

SUMMER UNDERWEAR

In All Makes and Sizes.

AGENTS FOR

THE AERTEX CELLULAR CO.

Also a New Stock of

"KELTIC" FOOTWEAR.

SUN HELMETS, BATHING COSTUMES, AND BATH GOWNS.

"LUVISCA" SHIRTS, AND PYJAMAS.

Wm. POWELL, Ltd.,

Gentlemen's Tailors and Outfitters.
(Hongkong Hotel Buildings).

NEW ADVERTISEMENTS

NOTICE

DURING the Temporary Absence from the Colony of our Managing Director Mr. W. WING SAM, Mr. SYDNEY NG QUINN is hereby appointed to act in his stead, and in the event of Mr. QUINN's absence from Office at any time, Mr. TRAN PAK WONG and Mr. JOSEPH CHARLES TAM are authorized to sign jointly for Procurement for the Firm until further notice.

THE GENERAL COMMERCIAL CO., LTD.

Dated Hongkong, 14th June, 1923. [944]

THE ROYAL HONGKONG GOLF CLUB.

HAPPY VALLEY COURSE.

THIS Course will be Closed until FRIDAY NEXT, 15th INSTANT, inclusive.

By Order,
PERCY SMITH, SETH & FLEMING,
[953] Secretaries & Treasurers.

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction:

MONDAY, the 18th JULY, 1923,
commencing at 10.00 P.M.,
at their Sales Room, DUNDRELL STREET.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery, capable of producing 100,000 (one hundred thousand) pieces of one cent (twenty cent) coins or 200,000 (two hundred thousand) pieces of ten cent (ten cent) coins per working day of 10 hours.

(Further particulars and inspection orders may be obtained from Messrs. Gilman & Co., Ltd., or the Underigned.)

Terms: 25% of purchase money to be paid on fall of hammer. Balance to be paid within two weeks of day of sale.

LAMBERT BROTHERS,
[933] Auctioneers.

STRUTHERS & BARRY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS ANGELES via PORTS.

THE Steamship

"WEST IVAN"

having arrived from the above-mentioned ports Thursday, June 14th, 1923, Consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 9 A.M. Tuesday, 19th June, 1923, by Messrs. ANDERSON & ASH, Marine Surveyors.

All Claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered after 21st June, 1923, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & BARRY,
Agents,
U.S.S.B. Emergency Fleet Corp.
Hongkong, 13th June, 1923. [950]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Voeux Road. Telephone No. C. 3406.

BUYERS of HONGKONG CONSTRUCTIONS, HONGKONG REALTIES, HONGKONG TRAVELS, STAR FERRIES, WATSONS, YANGTZE INSURANCES.

SELLERS of CHINA SUGAR, COGNAC DISPENSARIES, F.W.O.S., 20 M. Y. SAN & COMPANY, HONGKONG ESTATES, H. & S. BANKS. [107]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee By

PUBLIC AUCTION.

IN ONE LOT

On

THURSDAY,

Th 14th Day of June, 1923, at 2 O'CLOCK P.M.

Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2163 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2163 prebent a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 18th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS

Solicitors,
8, Des Voeux Road, Central,
and
Messrs. LAMBERT BROTHERS

Auctioneers.

INTIMATIONS

ST. VINCENT DE PAUL SOCIETY, HONGKONG.

DURING the Temporary Absence from the Undersigned, Mr. F. H. BARNES has been appointed Acting President General of the Society.

J. M. ALVES,
President General.

Hongkong, 12th June, 1923. [945]

O. R.

NOTICE.

OWNERS and DRIVERS of MOTOR VEHICLES are requested to note that, on Traffic Posts where Traffic Lights are established, the Lights will be used, both by Day and Night, for the purpose of Regulating Traffic with effect from the 15th INSTANT.

By Order,
R. D. C. WOLFE,
Captain Superintendent of Police.

8th June, 1923. [946]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-SECOND ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Hongkong, on THURSDAY, 14th JUNE, 1923, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from the 1st June to 25th June Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 28th May, 1923. [937]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 8773 for 200 Shares numbered 37151 to 37200, 47201 to 47250, 11052 to 11076, 12195 to 12207, 81051 to 81075, Certificate No. 8774 for 200 Shares numbered 36501 to 36600, 37101 to 37200; Certificate No. 8775 for 50 Shares numbered 6951 to 7000 all registered in the Name of Mr. LAM CHOR YIN have been LOST or DESTROYED, and should these Certificates not be produced to the Company before the 7th day of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 7th June, 1923. [922]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Victoria, in the Colony of Hongkong, on THURSDAY, the 14th day of JUNE, 1923, at 11.30 O'CLOCK in the Forenoon, when the Subjuncted Resolutions which were passed at the Extraordinary Resolutions at the Extraordinary General Meeting of the Company held on Friday, the 25th day of May, 1923, will be submitted for confirmation as Special Resolutions.

1.—That each of the existing 50,000 Fully Paid Up Shares of \$100 each constituting the Company's present Capital of \$5,000,000 be divided into Four Fully Paid Up Shares of \$25 each so as to make such Capital of \$5,000,000 consist of 200,000 Fully Paid Up Shares of \$25 each.

2.—That after the division aforesaid, the Capital of the Company be increased from \$5,000,000 consisting as aforesaid, to \$10,000,000 divided into 400,000 shares of \$25 each by the creation of 200,000 New Shares of \$25 each—40,000 of such New Shares to be issued in accordance with the provisions of the Conditional Agreement for the amalgamation with this Company of the Hongkong Central Estate, Limited, duly approved at an Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1923, and the balance thereof to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

Dated this 26th day of May, 1923.

By Order of the Board,
L. S. GREENHILL,
Secretary.

CHINESE GOVERNMENT RAILWAY CANTON-KOWLOON LINE. (CHINESE SECTION).

WITH the approval of the Ministry of Communications, SUPPLIERS of TRACK SLEEPERS and BRIDGE and CROSSING TIMBERS are hereby invited to submit SEALED TENDERS in DUPLICATE, which should be clearly marked "TENDERS FOR SLEEPERS," and addressed to the MANAGING DIRECTOR, CANTON-KOWLOON RAILWAY, Chinese Section, Canton, to the Railway Head Office not later than 11 O'CLOCK in the Forenoon of WEDNESDAY, the 18th day of JULY, 1923.

Specification and full particulars may be obtained by application to the Railway Head Office, Canton, on the deposit of \$3,000, which will be refunded on the submission of a bona fide tender.

Tender must be made in the Form at the foot of the Specification, which must be returned undetached.

The successful Tenderer will be required to sign a Formal Contract and to furnish a Bank Guarantee of 10 per cent of the Value of the Contract for the due and Proper Performance of the Terms of such Contract.

The Railway does not bind itself to accept the lowest or any tender.

The HEAD OFFICE,
CANTON-KOWLOON RAILWAY,
Chinese Section.

Canton, 6th June, 1923. [928]

INTIMATIONS

HOTEL TO LET.

THE KOWLOON HOTEL.

HANKOW ROAD, KOWLOON.

(ONE MINUTE'S WALK FROM THE STAR FERRY.)

NEW and Unfurnished Up-to-date First Class European Residential and Tourist HOTEL of Six Stories high with Extensive Roof Garden and Basement suitable for Garage.

More than 80 Large and Airy Rooms and each Story is furnished with 9 Sanitary Baths and 7 Water Closets.

One Large and Long Hall as Dining Room which can hold about 150 Persons. One Smoking and Sitting Room, 2 Billiard Rooms, One Private and One Public Bar in the First Story.

A fashionable Electric Elevator; one Boiler; all Electric Lights, Fans, Bells and Fittings will be furnished.

The construction of this Hotel will be completed at the end of this month and same can be leased on 5 or 10 years to carry on business from the beginning of July, 1923.

For Rent and Particulars, Please apply to—
TONG WA LAND INVESTMENT & AGENCY CO.,
43A, Queen's Road East,

or
MR. LAI HIN MAN,
60 Oriental Commercial Bank, Ltd. [943]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply to
UNION INSURANCE SOCIETY OF CANTON, LTD.

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.

Apply to—
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HONGKONG, CANTON.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"TRILUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th June.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th June, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 2nd July, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th June, 1923. [947]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK via MANILA.

CONSIGNEES per Company's Steamer

"THESEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 13th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th June, will be subject to rent.

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No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th June, 1923. [952]

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to read Home.

INTIMATION

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SCOTCH WHISKY

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By Royal Appointment to His Majesty the King.

SOLE AGENTS:

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DEATH.

SOPHIE—On June 9th, at sea, between Shanghai and Hongkong, on board s.s. *President Pierce*, LENA, the widow of the late MARGARET AARON SOPHER. Deeply regretted. [937]

Hongkong Office: 10A, Des Voeux Rd., C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, June 14th, 1923.

THOSE SHIPPING PROFITS

Neither the Colonial Government nor the general public of Hongkong can be indifferent to the attack on the Colony made by Mr. Eric Moller and Mr. C. R. BARKILL in Shanghai last week, at the meeting of the shareholders of the shipping firm of Moller & Co., Ltd., a firm of some sixty years' standing which the Chairman declared had been driven into liquidation and bankruptcy by illegal acts on the part of the Hongkong Government. As we reminded our readers when a brief telegraphic summary of the speech was received, the answer of the Hongkong Government is that in the control of the Company's ships it acted merely as the agent of the Imperial Government, whose instructions it had no power to vary. The shipowners were aware of this from the time the control was inaugurated, and it is difficult to understand why they should seek to throw on the local Government the whole responsibility for the losses they have suffered. On reading the full

reports of the speeches, and bearing in mind the speech made on the subject by the Colonial Secretary in the Legislative Council in August last, it seems to us that what is wanted from the Government, in order that its position may be more clearly understood, is a full and explicit answer to the question whether in making a gift of these large profits, amounting to \$2,311,201, to the Colony, the Imperial Government, as a matter of Imperial policy, debarrs the Colonial Government from discharging what it had evidently regarded all along as a moral obligation. The shipowners suffered heavy losses by reason of the inadequate remuneration laid down by the Home Government for ships operating in this part of the world at a time when exchange was rising to unprecedented heights. His Excellency THE GOVERNOR made representations by telegram on the subject, but the instructions to the local Government remained the same. It further appears that after the shipowners had filed their suit against the Government, the Colonial Secretary approached the owners with a view to a request for such legal proceedings for such period as would give him time to communicate with the Home Government with a view to settling the matter amicably, pointing out that it was inadvisable to continue expensive litigation when it was possible to settle the matter otherwise. Unless we are to attribute to the Colonial Secretary the Machiavellian purpose of using the mines

Happy Valley Golf Course is closed today and tomorrow.

Mr. H. G. Wells, is expected to visit the Far East this year, arriving in China, about September.

A set of Mint Machinery is advertised to be sold at auction by Messrs. Lammet Brothers on Monday next.

During the voyage of the s.s. *President Pierce* from San Francisco, the death occurred of a passenger named Mrs. Sopher. There was also a death amongst the Chinese storage passengers.

Capt. A. R. Hunter, of the Straits Steamship Company's steamer *Ipoa*, while swimming off Runnymede Hotel, Penang, was carried by a wave off his feet, his head striking a rock and death resulted.

Mr. R. P. Hind, Second Engineer of the Blue Funnel steamer *Theosus*, fell off a ladder whilst the ship was nearing Manila on the 5th inst., and injured his head; fortunately the wound was not serious.

Waichow, General Chen Cheung Ming's headquarters, has not yet been taken by Dr. Sun's forces. The City is besieged by a very large force, but it seems that they will only be able to take the city if they are to attribute to the Colonial Secretary can bring down the walls by means of the mines.

Whilst playing in Bowring Road two small Chinese boys were knocked over by one of the trucks used in connection with the building work in that neighbourhood. They were both conveyed to the Government Civil Hospital, one suffering from a fracture to his right arm, the other suffering from wounds to the feet and side.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

EMPEROR OF AUSTRALIA

AGROUND.

REFLOATED ON THE HIGH TIDE.

Tokyo, June 13th.

Owing to a heavy mist the *Empress of Australia* grounded on a sand bank thirty miles from Uraga. The damage has not been ascertained.

Tugs are being sent from Uraga and Yokohama, and it is expected that she will be floated off on the next tide.

LATER.

The *Empress of Australia* has been refloated and is entering Yokohama under her own steam.

PRESIDENT FORCED TO LEAVE PEKING.

THREATS THAT TROOPS WILL BE BROUGHT IN.

PEKING, June 12th.

President Li Yuan Hung left for Tientsin at one-thirty this afternoon, owing to threats that troops would be brought in unless he vacated the office of President.

PEKING REMAINS QUIET.

PEKING, June 12th.

It is expected that Feng Yuh Siang will come to Peking very shortly to consult with Wang Hui Ching regarding the preservation of order, but little fear of disorder is felt as it is recognized that the recent slight disturbances were politically inspired, with the object of compelling Li Yuan Hung to quit.

CHANG SHOU TSENG AGAIN PREMIER?

It is considered most likely that Chang Shou Tseng will return to the Premier ship.

It is understood that President Li Yuan Hung sent a note of resignation to Parliament before leaving. The House of Representatives to-day decided to prolong the session till October 10th.

LI YUAN HUNG'S TRAIN DELAYED AT TIENTSIN.

TIENTSIN, June 13th.

Ex-President Li Yuan Hung's train was held at the East Station for several hours by the local authorities, who would not permit him to enter the concessions.

It is thought that the Chihli Party were endeavouring to persuade him to return to Peking, but it is also said he had not surrendered the seals of office.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

BULGARIAN REVOLUTION.

BULGARIAN SILENCE BROKEN.

London, June 12th.

The silence regarding the Bulgarian Revolution has been broken by a message from Sofia, which states that at a meeting of the Cabinet, Colonel Kalkoff (Foreign Minister) stated that absolute calm was reported everywhere. The few attempts at resistance by Stambulsky's supporters had been easily crushed and railway and telegraphic communication had been restored.

STAMBULSKY'S STOUT RESISTANCE.

London, June 12th.

Ex-Premier Stambulsky, who was supported by a loyal band of Agrarian guards, after stoutly resisting the troops at Pazardjik, is reported to have taken refuge in a wood, where he was surrounded. Orders have been given to take him alive.

In connection with the alarming reports regarding the situation emanating from Prague and Belgrade, it is noteworthy that the Bulgarian Ministers at both cities are supporters of the old regime, and have been dismissed from their posts; whilst Serbian suspicion of the new Bulgarian Government is further evidenced by Belgrade newspapers complaining that Professor Maloff, ex-leader of the Bulgarian Comitadjis who made incursions into Serbia, has been appointed Director of the Political Department of the Foreign Ministry at Sofia.

EARLIER CABLES.

THE WAR-CLOUDS GATHERING.

London, June 12th.

A rigorous censorship has been established in Bulgaria, and the situation is a complete mystery, but it is expected the Agrarians will make a strong stand, entailing possible civil war. The Bulgarian Legation in London has no confirmation of the Belgrade reports of fighting in Bulgaria, but Sofia correspondents of the Belgrade newspapers assert that peasant revolts against the new regime are reported all over Bulgaria. Ten thousand peasants are said to have surrounded Plevna, whilst the new Government has sent fresh troops. There has been fighting in the Rudomir district between Government troops and a force of seven thousand peasants raised by the former president of the Sobranje, Botchev, and the former Minister Adamchikoff, who is at Delkovo, preparing to march on Sofia with detachments of the Agrarian guard and a force of twenty thousand peasants.

Paris, June 12th.

The Bulgarian Delegation announces the receipt of a telegram from the Bulgarian Minister at Prague stating that the people of Bulgaria "are not recognising the new, illegal Government which has isolated Sofia from the rest of the country, and a steadily-growing army of about 100,000 volunteers, guarding the frontiers and the suburbs of Sofia, is preparing to punish the usurpers."

REPARATIONS PROBLEMS.

ANGLO-FRENCH DEADLOCK.

London, June 12th.

That something like an Anglo-French deadlock has been reached on the reparations question is indicated in French newspaper comments to-day, declaring that the British viewpoint is inacceptable and tantamount to encouraging Germany in her passive resistance, expressing the opinion that the situation is grave. These statements are apparently based on reports from London that Britain has suggested a conference of experts, but an authoritative statement in London to-night denies that any steps have been taken with a view to a new conference, and says the Government has not taken any decision as regards its policy. There is no question of any imminent development in this connection.

A Berlin cable states that Dr. Cuno in a speech at Karlsruhe said passive resistance must be continued.

NEW GERMAN EMBARGO.

Cologne, June 12th.

As the first fruits of the Franco-Belgian Premier's meeting at Brussels on June 11th, the Inter-Allied High Commission has decided to prohibit the consignment of goods from unoccupied to occupied Germany, except when specially licensed, with the payment of tax only on primary necessities, like foodstuffs, exempted.

BRITAIN AND RUSSIA.

UNDERSTANDING POSSIBLE.

London, June 12th.

The British Government is preparing a reply to the Russian Note, which probably will be delivered in the course of the week. Well-informed quarters believe the Russian assurances will be satisfactory and should end the controversy.

INDIA'S RAINS COMMENCE.

Bombay, June 12th.

The monsoon has broken.

LATEST CABLES.
COTTON CONFERENCE.
BASIS OF WORLD TRADE
AGREED ON.

Washington, June 12th.

The Cotton Conference has agreed to adopt the United States standard as a basis for world cotton trade. Signature of the agreement has been withheld pending confirmation by the various cotton exchanges. The conference has adjourned to June 15th to await replies.

AMERICAN PROHIBITION.
RESTRICTIONS ON VESSELS MAY
BE MODIFIED.

Washington, June 12th.

It is understood that the Government will be willing to permit foreign vessels to bring sealed supplies of liquor to American ports, provided an international agreement can be reached extending the limit in which search and seizure becomes legitimate from three to twelve miles.

It is understood that the subject has already been broached with several European Chancelleries.

EARLIER CABLES.

SHIPS' LIQUOR LEFT IN
CANADA.

Victoria, Vancouver Island, June 12th.

The *Africa Maru*, the first Japanese vessel arriving since the enforcement of the prohibition decision has deposited her liquor here before proceeding to Seattle, and will pick it up again on the return voyage.

"MEDICINE."

Washington, June 12th.

The customs authorities have given instructions for the release of a strictly limited daily quantity of liquor as "medicine" to the crews of vessels, which sailed before June 10th.

MODIFICATION FORESHADOWED.

Washington, June 12th.

President Harding's spokesman asserts that the President intends to ask Congress next session to modify prohibition as it affects foreign ships in American waters.

LATEST CABLES.

THE RUHR.

ANOTHER SEIZURE FROM THE
REICHSBANK.

Paris, June 12th.

The French have seized forty milliard marks from the Reichsbank at Dortmund, as a penalty for the shooting of the two French non-coms on Saturday.

EARLIER CABLES.

ANOTHER SHOOTING INCIDENT.

Paris, June 12th.

A message from Dusseldorf states that a French patrol, threatened in the streets on Monday night, after giving due warning fired on a crowd of German civilians who refused to disperse. Six Germans were killed and three wounded.

AEROPLANE CARRIERS.

U.S. PRESIDENT'S DECISION.

Washington, June 12th.

It is officially announced that the result of Mr. Harding's recent trip aboard the only naval aeroplane carrier, the President strongly believes that the United States should convert some of its battle cruisers into aeroplane carriers; therefore this course will probably be recommended to the next sitting of Congress.

TROON GOLF COMPETITIONS.
SENSATIONAL FAILURE OF 'PRO-
MINENT PLAYERS.

London, June 12th.

At Troon, the sensation of the day was the collapse of Sarazen, who, with five other Americans, including Barnes and Hoffer, the South African champion, Jangle, the Frenchman, Massey, being Boomer and the Britishers, Wethered and Varlow, exceeded 150 and thus failed to qualify.

Sarazen played in a gale of wind and rain and was in trouble from the start. He took eight for the second, being bunkered frequently, and turned at 43. He finished in 85.

Hagen had a great battle. He just succeeded with 159.

The best qualifiers were Whitcombe, Lansdowne, Syd Wingate, Wearside, Tinney, Jr., Frinton; all 140; Rolson, Goodenough, 147. Amongst others were Braid, 149; Mitchell and Kirkwood, 152; Tolley, 153; Duncan and Taylor, 154. The qualifying Americans were MacDonald Smith, 152; Aulbach, 155; Farrell, 157; Clarke, Diegel and Hagen, 159. Eighty-eight players compete in the competition proper on Thursday.

FAR EASTERN CABLE
NEWS.

(THROUGH REUTER'S AGENCY.)

THE OPIUM SITUATION.

SIR JOHN JORDAN PESSIMISTIC.

London, June 12th.

Interviewed on his return from Geneva, Sir John Jordan said he was pessimistic regarding the opium situation. As far as China was concerned he declared that she seemed to be going back to the bad old state of affairs prevailing before the agreement was effected with India. He said he was of the opinion that we were entitled to ask China what she is going to do to put her house in order, if we were going to honestly put an end to opium-smoking in Overseas China, the East Indies and elsewhere.

INDIAN REPRESENTATIVE CRITICISES
CHINA.

A meeting of the House of Commons League of Nations Committee listened to a statement by Mr. J. Campbell, India's representative at Geneva, who, in the course of a speech extolling India's honesty in carrying out measures for the suppression of the opium traffic, asserted that difficulties had been created by the position in China, where opium growing was allowed on a wholly unprecedented scale.

SINGAPORE NAVAL BASE SCHEME.
DECISION TAKEN TWO YEARS AGO.

London, June 12th.

In the House of Commons, replying to the Rt. Hon. G. Lammert, the Rt. Hon. W. C. Bridgeman, for Mr. Baldwin, said that in June, 1921, the Government of the day decided that a naval base at Singapore should be developed in order to meet the needs of a modern fleet. This policy was reaffirmed in February, 1923.

REBUILDING BELGIUM.

THREE LOANS.

The rapid progress which has been made in the restoration of the cities and villages of Belgium laid waste by the Germans during the war is revealed by a Belgian Government report.

Realising that the indemnity due from Germany would not be soon forthcoming, the Government appealed to the people to aid themselves.

To this end a loan of £10,250,000 was issued for public subscription in bonds of small amounts and quickly subscribed. Another, of like amount, was issued, and this will soon be followed by a third.

Since the Armistice 74,565 houses have been rebuilt or restored.

At Ypres, where every one of the 3,750 houses was destroyed, 1,750 have been reconstructed. Dixmude, where not one of the original 590 houses remained, now possesses 437.

Of more than 1,900 public buildings destroyed in the war, 779 have been reconstructed.

A census taken on December 31st, 1919, showed that of a population of 318,500 inhabiting West Flanders before the war, only 149,225 remained. Thousands of temporary huts were erected and furnished with everything necessary for the household. This provided for the people began to trickle back, and last March the population numbered 281,160.

HOME CRICKET RESULTS.

London, June 12th.

At Lord's, Yorkshire defeated Middlesex by six wickets. For Middlesex, in the first innings, Hearn knocked out 175, not out. Bowling for Middlesex, Durston took 5 for 25. For Yorkshire in the second innings, Holme and Sutcliffe completed 89 and 70 respectively.

The West Indies beat Essex by three wickets at Leyton. The West Indian, Challenger, compiled 101 in the first innings.

Derby defeated Glamorgan at Cardiff on the first innings. For Derby, Bestwick took 7 for 39 and 5 for 55, whilst Jackson in the second innings scored 102.

Lancashire beat Surrey on the first innings at Manchester. The Lancastrian, Parkin in the first innings took 7 for 57.

Warwickshire beat Gloucestershire at Birmingham by eight wickets. For Gloucester, Smith in the first innings made 107 and Hammond in the second 99. For Warwick, in the first innings Stephens made 143 and Quaff, Jr., 89.

Sussex beat North at Hoveham by seven wickets. For Sussex, Tate took 6 for 22 and 7 for 40.

Kent beat Northamptonshire by eight wickets at Northampton. For Kent in the first innings Hardinge made 100 and Woolley 90.

Somerset beat Worcestershire at Worcester by 145. For Somerset, White took 5 for 33 and 5 for 50.

Leicestershire beat Hampshire at Portsmouth by 104. For Leicestershire, Garry took 5 for 21 and 7 for 40.

BETTER THAN BAEDERER.
VICAR GIVES TIPS FOR THOSE
WHO TRAVEL.

If the Vicar of Midhurst ever wants another job he should have no difficulty in getting one—as courier to a globe-trotter, carries a home paper. For judging by a book which the vicar, Rev. Frank Tatchell, has just published for the benefit of inexperienced travellers, he would be as good as a dozen ordinary guides rolled into one.

He seems to have more or less generally more intimate acquaintance with half the countries of the world. His knowledge of foreign parts is extensive and peculiar; and it is largely the sort of knowledge that never gets into the guide books.

It is only necessary to read the first chapter of his book, in which he gives some useful hints to travellers, to see that he is a very useful travelling companion. No emergency would find him at a loss; even getting lost in a strange country.

"If you are lost, you are exposed to three dangers—Fear, Cold, and Hunger—of which the first is the deadliest. Sit down until the first panic is over. Then resist the temptation to go uphill into four wastes. Instead, go downhill; you will find water, and most settlements are in the valleys. As to hunger, a man can live on his own fat for a week, and it is a poor country where there are no liches. These build for an hour (what is it) will keep you going, and it is useful to know that no bad-stool growing on a tree is poisonous. After that, chew pieces of your boots."

IF YOU FALL OVERBOARD.

Mr. Tatchell's advice to the traveller who may have "the bad luck, when at sea, to fall overboard," calls for rather unusual presence of mind, and sounds like a counsel of perfection.

Get your boots off and turn the coat pockets inside out; but do not take off your clothes, because they keep you warm. Make no attempt to swim anywhere, but just keep yourself afloat until you are picked up. If there are sharks about, keep splashing the water."

It might be as well to practice this trick in the swimming-bath before taking ship for foreign parts.

The traveller who goes off the beaten track is liable to be attacked, either by mobs or by the solitary brigand. Mr. Tatchell gives hints how to deal with either.

"Should you be attacked by a mob in the East, hurt one of the crowd and hurt him quickly. The others will gather chattering round the injured man, and you will be able to slip away. If attacked by one man, hold your umbrella (if you happen to be carrying one) round the top of the ribs and meet his charge with a thrust in the belly or throat. If you have a stick, hold it just below the handle and let him have it, not on the head, but on the collar-bone an inch or so away from the neck."

Other vulnerable places are the outside of the forearm, the tip of the shoulder, and with fingers, the shins. When a man has a knife and you have time, get your coat off and wrap it round the left wrist as a shield, leaving part of it dangling.

"And if, when camping, you hear suspicious noises, remember that the way to catch the faintest sound is to keep your mouth open. For our ear has an inward protrusion as well as an outer, like the gill which gave it origin. If you have a companion and want to wake him without his speaking, press with your finger under his ear."

HOW TO TACKLE THE DOG.

The most likely danger to beset the traveller is to be attacked by a dog. Don't try to "good dog" him, says Mr. Tatchell.

Smash off your hat and hold it out to him, when he will snuff at it and seize it by the brim. Now the length of your hat and arm is exactly the length of your leg, and if you kick out, he will get it just under the jaw, bite his tongue, and go off howling."

Could anything be simpler—so long as the dog will behave according to plan? If you are beighted in the open, "there are few beds more comfortable than a dry ditch in England in June!" but if you are a law-abiding traveller you will note that you must not sleep within fifteen yards of the crown or centre of the road.

And if, either outdoors or in the chamber of a hotel, you feel prevented from sleeping, "kneel on a chair or low trunk for a few minutes. Along the line of the C.P.R. labourers can often be seen in this praying attitude."

SINGING IN BED.

Mr. Tatchell admits that, like most happy travellers, he sings or whistles on the road. "But do you ever sing in bed?" he asks.

"I do. My favourite aria is 'Why do the nations rage from The Messiah'; and when I want to give myself a special treat, I muffle myself up in the bedclothes and sing to myself. A couple of minutes of this is just splendid. Then I compose myself for sleep, feeling at peace with all men."

For a parson, Mr. Tatchell shows himself singularly broad-minded when he remarks, in his chapter on Japan, that:—

"As a student of human nature the traveller should pay a visit to the quarter where the members of the oldest profession in the world reside. There is one in every big town, and the method of segregation is probably the best that has been devised. The quarter is called the Yoshiwara at Tokio, the Sinti at Osaka, and the Fukuyama at Kobe."

The Yoshiwara at Tokio is entered by a single gate called Omon, and is on the north side of the Asuka Park. There are six wide streets and many alleys, the girls at behind bars in brilliantly lighted rooms and are not allowed to solicit passers-by. Notwithstanding the beauty of the dresses and the luxury of the rooms, these houses are only considered third-class. The second-class houses merely show photographs of their inmates, and the first-class ones have no display at all."

ART AND THE NATION.
THE PRINCE ON THE INFLUENCE
OF THE WAR.

The Prince of Wales was the principal guest of the Royal Academy of Arts at the annual banquet Burlington House on May 5th. Sir Aston Webb, the president of the Royal Academy, presided over a distinguished company.

The Prince of Wales, in reply, to the toast of his health, said:—It has been my privilege in the last few years to speak at a great variety of gatherings of distinguished men, some of them concerned with industry, the life-blood in the veins of our Empire, some with social welfare, others with sport, which has ever been a common meeting-ground for all sections of the British race; but I cannot help feeling that this annual gathering of yours, Mr. President, stands alone and apart as a national signpost, so to speak, pointing the way to that refinement of ideals which is a vital necessity to the progress and prosperity of any great people. In these days of hurry and bustle, of economic riddles and reconstruction problems, many—the present company most decidedly excepted—may be apt to minimise the importance of the arts. But we have only to turn the pages of history to realise that a nation's art is the mirror of its inner mind; the quality of the one is a true reflection of the quality of the other. Decadence in art has always denoted degeneration in the community at large; but health and virility in painting, sculpture, architecture, music, and literature are invariably a token that the outlook and ideals of a community are sound.

In the opinion of many good judges a new and vigorous tone in British art has been apparent ever since the nation was plunged into the fiery ordeal of war. How the war has directly influenced the development of the several arts I cannot venture to say; but that it has made their development indirectly easier I am quite certain. In some way or other—I cannot explain it—it has left the average man more sensitive to artistic suggestion, more particular about the outward appearance of the things that matter most to him. That has come home to me very forcibly in the last few days. I have just returned from a tour of the battlefields in Belgium and Northern France, in the course of which I visited many of the graveyards where our British dead now lie. These cemeteries were built and cared for by the Imperial War Graves Commission. They owe their existence to a universal expression of the great mass of the British people, and they owe their form, their very real beauty and dignity, both in their general appearance and in the detail of the many fine memorials they contain, to the possibly unconscious, but none the less genuine, love of beauty which that people possess. I would like to thank those Royal Academicians who have helped to make these cemeteries beautiful. A decadent race could never have produced the men who lie there; and, equally, a decadent race could never have so fittingly perpetuated their memory.

Other considerations, too, make me believe that our national artistic sense is vigorous. I suppose the appellation bestowed on the British people by a great general of the past will never be forgotten; we shall always deserve the conceded compliment implied in our being styled a "nation of shopkeepers." If we are, we have never been ashamed of it. But we do, I think, justly absent one quite unfair inference which is sometimes drawn from this epigram of Napoleon's, namely, that because we keep the shop successfully, we totally neglect the shop window; that because we have a certain commercial shrewdness, we are totally unappreciative of art.

From my own experience I can disprove such a charge at one time and another I have seen a good deal of the industrial life of this country, and in the course of the next few weeks, in the Midlands, in Yorkshire, and at Newcastle I hope to add to what has always been an absorbing study to me, and one which left me feeling prouder of my fellow-countrymen than was before. And I do not believe for one moment that industrial and artistic development are necessarily antagonistic, and that because a man has been business vision he is artistically blind. On the contrary I have always been impressed by the fact that in the business and working community the artistic ideal is very much alive, and only needs an outlet for its expression.

In such a distinguished company as this I feel diffident of saying anything which may savour of presumption on my part; but, as a layman and an onlooker, I would make one suggestion to you who have left your mark on this generation in so unmistakable a manner. Such an outlet could, I believe, be found in that much-discussed branch of art—the art of the hoardings.

Not so very long ago those dreary barriers of notices that marred the walls and waste places of our big cities were merely unightly and contained no pictorial art whatever. They might now be called, without exaggeration, the art galleries of the great public. Many of the greatest successes on these hoardings are reproductions, the originals of which, are hung in your Royal Academy; and many a man who has never given pictorial thought has had his interest in them stimulated by a casual study of a poster. Advertisements are now recognised as a most necessary adjunct to the business side of life; their refinement has advanced by such leaps and bounds as to justify one in calling them artistic. Their influence, if only because they bring colour and decoration to an otherwise grey and monotonous street, is surely not to be despised. May I, with all deference, suggest to you that here is one possible channel for reaching, and satisfying, the elementary love of pictorial art which is hidden in the hearts of practically everyone?

A COMMISSION OF VINE ARTS.

The President, in proposing "His Majesty's Ministers," said he understood the Government were considering at the present moment the possibility of creating a Commission of Fine Arts somewhat on the American lines, to advise on all matters which might arise affecting the aesthetic amenities of our towns and countryside. Such commissions would be advisory only, and would have no executive powers. Fine Art Commissions on these lines had been at work in the United States for some time with great success and utility.

"We should also like to see, continued Sir Aston, 'some steps being taken towards a great national war memorial to commemorate the Great War. We have Trafalgar-square and Nelson's Column, and

(Continued at foot of next column.)

FINEST FOOTBALL FIELD.
VELVET CARPET ON CR. ST OF
LONDON CLAY.

The arena of the Imperial Stadium at Wembley Park—the area occupied by the playing field and the running tracks—has been prepared under the supervision of Mr. Charles Perry, who has been responsible for the construction of all Olympic playing fields and tracks since the reconstruction of the Olympic Games in 1906 in Athens.

Mr. Perry's experience is such that he was recently asked to go to America to lay out the finest running tracks, and playing fields there; but he was content to remain in England to devote his energies to producing some of the best results of his work in this Imperial Stadium.

Just before he took up work with the British Empire Exhibition, and whilst he was, as now, the track expert at Stamford Bridge Grounds, he had completed what was considered one of the best grounds in England—that for the Army, at Aldershot. When he first inspected the ground at Wembley Park he realised that he had almost as difficult a piece of work as that at Stockholm in 1911, when he was asked to prepare an Olympic course on the solid rock foundation of the Olympic Stadium there. At Wembley Park the foundation was of clay, which would have made drainage particularly difficult; if Mr. Perry's vast experience had not been brought to bear on the situation.

STOCKHOLM PLAN.

It was decided to deal with the Stadium at Wembley in very much the same way as that at Stockholm had been treated, and that the foundation of clay should be so shaped as to form a natural drainage system. To this end, a fall was allowed for, from the centre of the arena to the outside edge, all round the playing field, of at least six inches, to allow the water to run away.

On the clay foundation, various grades of cinders and clinker ash were laid to a depth of ten inches, and over this again five inches of specially prepared soil was spread to form the natural bed of the turf.

Wembley Park, before it was taken over by the Exhibition authorities, had been occupied for 12 years by the Wembley Park Golf Club. When the selection of the turf for the arena was being considered, it was decided that it was not desirable to import turf foreign to the neighbourhood for the purpose of the playing pitch, and that the fairways of the existing golf club should be utilised for this purpose.

CUTTING AND RELAYING THE TURF.

Consequently, in April 1922, when the Exhibition authorities took over the Park from the golf club, as many of the fairways and putting greens as could be spared by the contractors were rolled off, and put under cultivation. These greens were dressed, rolled and cut, and generally treated, in order to produce by September the very best turf possible.

On September 10th, a large portion of the arena was ready for turfling, and the cutting and transferring of this turf was begun. The turf was cut in dominos, 18 inches by 12 inches, and 2½ inches thick and these were placed on flat skips and taken by a small-gauge railway into the Stadium.

Here they were unloaded and relaid immediately. The grass never ceased growing, and the work was so organised that the turf was laid almost as soon as it was cut, and arrangements were made by which, on each day, no more turf was cut than could be successfully laid on that day. The turf laying was completed by October 6th, and two weeks later, owing to the excellent way it had been knitting, the grass had to be cut.

The result of Mr. Perry's work is that we have at this moment a football ground composed of a grass so tough that it will withstand the wear and tear of a season's football and yet remain as green at the end of the season as at the beginning.

THE RUNNING TRACKS.

Mr. Perry has constructed two running tracks, one of which is a true quarter mile lap, while the other gives a straight 220 yards sprint. The straight is made possible by tunnelling under the west end bank of the Stadium, so that the runners will begin the distance out of sight, but will emerge from the 20 yards tunnel into the full view of the spectators. Some of the more recent sports grounds in America possess this feature, but until now there has been no Stadium in Europe with a 220 yards straight.

These two tracks are composed of a secret mixture of various materials known only to Mr. Perry, as the result of his years of experience. Before work could be started on them, a search had to be made round Wembley Park for the particular materials necessary, and it was only after three weeks' diligent search that the right kind of material was found. These were taken to the Stadium and there mixed and laid, according to Mr. Perry's "recipe."

It is fully expected that the tracks will become the fastest running courses in the world, and that new records will be set up. In the "220 straight" the absence of corners or curves will be a great advantage to the athlete. He will not need to bend in with the curve of the course; and again, the race will be more truly run because the disadvantage of not being ahead at the first corner will be done away with.

UNIVERSITY MEN AND BUSINESS.

Mr. W. R. Lester, presiding at a meeting at Caxton Hall, on May 9th, of the English League for the Taxation of Land Values, told of his difficulty in trying to find openings for three young men on their leaving the university. "I have been to large insurance companies and banks," he said, "and they all told me they had no use for what we call educated men. If they can take young men at all they want them with an all round general education. They want young men of not more than 18, who will become simply insurance men or men with a banking mind, and for that you do not want university men."

Waterloo-place and Waterloo Bridge to commemorate the great wars of last century; are the battles of Jutland and the feat of Zeebrugge, the battles on the Marne and the Somme, at Vimy and Dardanelles, to go unrecorded in this country for the inspiration of our successors!

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Steamers	Tonnage, d.w.	Departure
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*Schoor	12,300 tons	First half of August
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MUSSOLINI'S IDEALS.

[FROM A SPECIAL CORRESPONDENT TO
"THE DAILY TELEGRAPH"]

Mussolini, the Prime Minister, continues to be the editor of the *Giornale*, a monthly magazine devoted to questions of statesmanship. This has the advantage that one can go to the source for answers to questions about points which are not clear in the Fascist programme. The *Giornale* is comparatively little read, even Italy, for its articles are not meant for the inarticulate masses, but for the select aristocracy of intellect which Mussolini favours so much.

The political programme of Fascism is clear enough—to establish law and order in the country and to balance the Budget. But the social policy is not so clear. Mussolini formulates it thus: to exalt the patriotic idea and to substitute for class warfare, the cooperation of Capital and Labour. The other day, when opening the works in Milan of the first automobile trunk road in Europe, he spoke exactly in this sense. But what is the real meaning of these vague expressions? The answer can be found in the articles of the *Giornale*.

The attitude of Mussolini towards the inarticulate mass, whether bourgeois or proletarian, is quite clear. He despises it, and refuses to let it full citizenship. "For it is not a fact," says he, "that but a few months ago the man who should have cried 'Viva l'Italia!' would have risked being hit on the head."

Mussolini and the Fascists reject the Socialist creed, not because it is directed against the capitalist class, but because it is against the interests of the State as a whole, as well as against the interests of the workers themselves. They say that Socialist policy has been inspired by the absurd and false idea that an amelioration of the position of the working-class could be the outcome of the economic ruin of the whole country. Socialists preached to the workers inciting them against working more than an inevitable minimum, and by their disruptive policy brought about the collapse of production. At the same time, they also continually undermined the foundations of the State, brought disorder into the public services, and on every possible occasion caused strikes, riot, and disorder.

INCREASE OF PRODUCTION.

But Mussolini understands that it is not sufficient to show the fallacy of Socialist theories. A constructive programme is absolutely necessary to obtain success and to conserve the nation's favour. The first point in his programme is the idea of patriotism. He refuses to agree with the argument of Marx that the labouring masses have no Fatherland. He says that in practice the working-man has proved himself to be as great a patriot as any other citizen, and therefore he demands from Fascism that it shall "free the working class from the incubus of the internationalist fallacy, for the workers are not the enemies of the nation; they are a part of it, essential to its prosperous existence."

While Socialism is proclaiming class warfare, Mussolini and Fascism declare that there is no reason for it. They say that the real interests of workers and men form one harmonious whole. The main object of both must be to increase production. Production is Mussolini's fetish. He spurns the trade union idea which would restrain production in order to secure improvement of the conditions of life of the workers. For reduced production means increased prices, which bring about a diminished demand, which, in its turn, discourages production still further. A vicious circle truly! Mussolini admits that capital and labour, which must be united in production, may differ as to the distribution of profits. He who has swept the political strike out of existence admits that in the future, in the settlement of local disputes, the economic strike must be left as a last resource to the workers. But he considers that without the mediation of Socialists and carpet-baggers, masters and men will agree more easily.

Mussolini sees in Fascism a national movement, embracing all classes, including the workers. To these the solemn promise has been given: "Once the workers are brought back into the national entity they must be given the safe conviction that the new regime will not return to the unjust conditions of the past." Such a declaration is binding. As yet the practical plan for its execution has only been sketched out in its main lines, and much remains to be done.

The leading idea of Mussolini is that while the Socialists desire to "proletarianise" the whole nation, he must "aristocratise" the working class. He sees in revolution a sign of immaturity and lack of education. It will be interesting to follow him in the practical measures which undoubtedly he will have to put into force to obtain his object. It is characteristic that parties of the Left in Europe are watching him with ill-disguised hatred, and even fear. They rightly see in him a deadly enemy—for he has the driving power to transform wise plans into real facts.

FOREIGN OUTLOOK.

I have said already that Mussolini should not be judged by his foreign policy. Not only is he unprepared for foreign politics, but—and this is more important—his domestic policy prevents him from developing considerable activity abroad. To understand this one must go back to the essential principle of the whole Mussolinian policy.

Mussolini is firmly convinced that justice has not been done to Italy's sacrifices during the war, and that until now she has been prevented from exploiting the fruits of victory. The new period of Italy's existence begins with the war, when forces were unleashed which nearly brought the country to its death, but which will also carry it to the pinnacle of glory. For Mussolini, modern Italian history begins with and has its source in the war.

His foreign policy is necessarily subordinated to this ruling idea of Italy waxing fat on the spoils of victory. He has found a country brought low by a pusillanimous, huckstering policy. Before he comes out into the arena of world politics he must rebuild Italy according to his idea. Until this reconstruction is well on the way Italy's foreign policy will necessarily be hesitating. Commitments abroad are the last thing that Mussolini now desires. Yet, when Italy, purified by the Fascist fire, has found herself, when all classes are united in a patriotic desire to secure by increased production the national future, when the army—and especially the aerial forces—are reorganised on modern lines, then Mussolini thinks he can speak with no uncertain tone.

(Continued on next page.)

THE FIGHT AGAINST NARCOTICS.

The British Home Secretary has just given clear indication that the British Imperial authorities are determined to do all they can to put an end to the importation of opium derivatives by direct enforcement of the provisions of the Dangerous Drugs Act of 1920. Those who have interested themselves in the problem of the smuggling of opium and narcotics into this country are very well acquainted indeed with the firm name of Messrs. J. A. Wink and Co. In almost innumerable cases discoveries of their products being smuggled to China have been made. During the year 1932 over 4,000 oz. of this firm's morphia were discovered being smuggled into China. Suspicious as to the firm's bona fides were aroused long ago, evidently not only in China but in London, for recently a member of the firm, H. M. P. Humphrey, was tried and imprisoned for participation in extensive morphia import into China, in contravention of the Dangerous Drugs Act. The British Home Secretary has now cleared matters further, having issued a notification as follows:—

The Home Secretary announces that as a result of enquiries made in connection with the investigation into the illicit traffic in dangerous drugs which led to the recent conviction of H. M. P. Humphrey, he has decided to cancel the licence issued under the Dangerous Drugs Act, 1920 by the firm of Messrs. Wink and Sons, Ltd., of Lombard Road, Battersea, who are trading under the name of J. A. Wink and Co., and they will not for the future be allowed to buy, manufacture, sell or have any dealings in the drugs to which that Act applies.

J. A. Wink and Co., is believed to be, with one possible exception, the largest manufacturer of opium derivatives in Great Britain. Certainly the name of this firm has appeared more frequently than that of any other firm on the morphia packages seized by the various authorities in the campaign against the smuggling of the drug into this country. This firm was, until the recent exposure, a "perfectly respectable" firm, to breathe a word against whose honour would have been to make oneself liable to an action for libel.—*Far Eastern Times*.

CRICKETER'S GREAT FEAT.

J. B. Hobbs, the Surrey batsman, on May 25th, at Bath put together an innings of 116 not out against Somerset, and in so doing attained the memorable distinction of registering his hundredth century in first-class cricket. Only two cricketers have exceeded this record—W. G. Grace, who made 126 hundreds, and Tom Hayward, also of Surrey, whose total was 104. Hobbs first appeared for Surrey in May, 1905, and in his opening championship match—he had previously played for the country against Gentlemen of England—he scored 23 and 135. In the course of his great career he has attained centuries in Test matches in England, Australia, and South Africa.

At the back of his mind there is the idea that England and France have let Italy down in Paris, and have denied her the place in the war which she deserves. Italy's foreign policy will all turn upon the question of emigration. If arrangements cannot be made with civilised countries to take the excess of the peninsular population, outlets will have to be discovered in less civilised or barbarous territories. Italy can export her excess of population in the guise of permanent settlers, temporary labour, and soldiers as well. This point should be remembered.

Mussolini has to be especially careful in the development of his plans for foreign policy, because in the Consulta he has found the most highly organised and compact body of bureaucracy whose influence has to be modified by gradual measures. Even now, in spite of the presence of Mussolini himself and of his staff of Fascist aides de camp, Signor Ciano, the Secretary-General, continues to wield the influence which he had acquired under numerous preceding Ministers.

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TSINGTAU via SWATOW	"WOSANG"	Tuesday	18th June, Noon.
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BANGKOK via SWATOW	"LAISANG"	Wednesday	20th June, 3 p.m.
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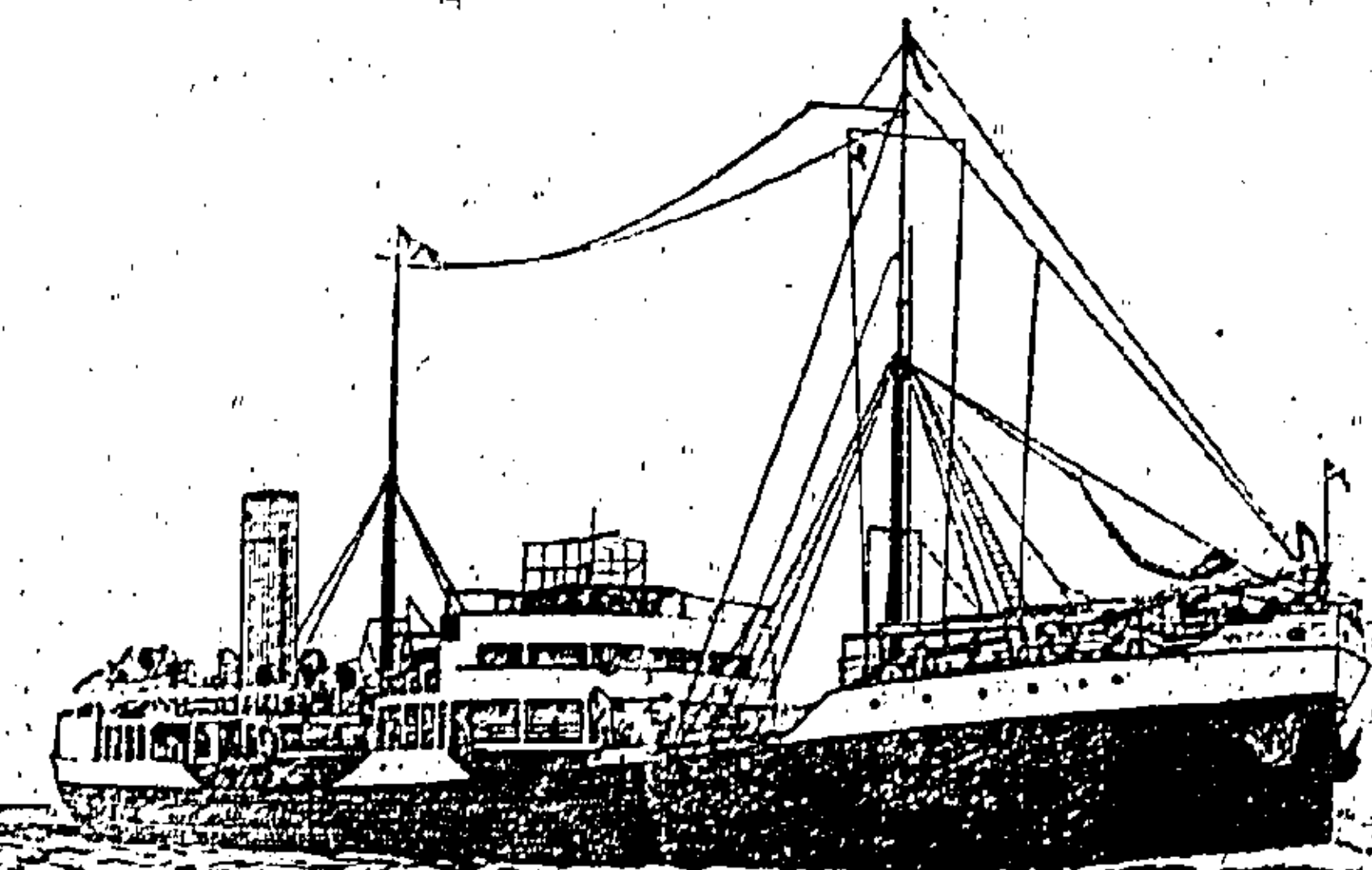
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"SICILIA"	6,813	25th June	Spore, Penang, Colombo & Bombay
"MALWA"	10,241	11th July	Bombay, Mars., L'don. & Antwerp
"KIDDERPORE"	5,331	15th July	Singapore, Colombo & Bombay
"DEVANHA"	5,092	25th July	Marseilles, London & Antwerp
"SOUFAN"	6,866	30th July	Spore, Penang, Colombo & Bombay
"KHIVA"	9,017	8th Aug.	Bombay, Mars., L'don. & Antwerp
"KARHAR"	8,541	22nd Aug.	Marseilles, London & Antwerp
"SICILIA"	6,813	24th Aug.	Spore, Penang, Colombo & Bombay
"MACDONIA"	10,512	7th Sept.	Bombay, Mars., L'don. & Antwerp
"DONGOLA"	9,056	21st Sept.	Marseilles, London & Antwerp
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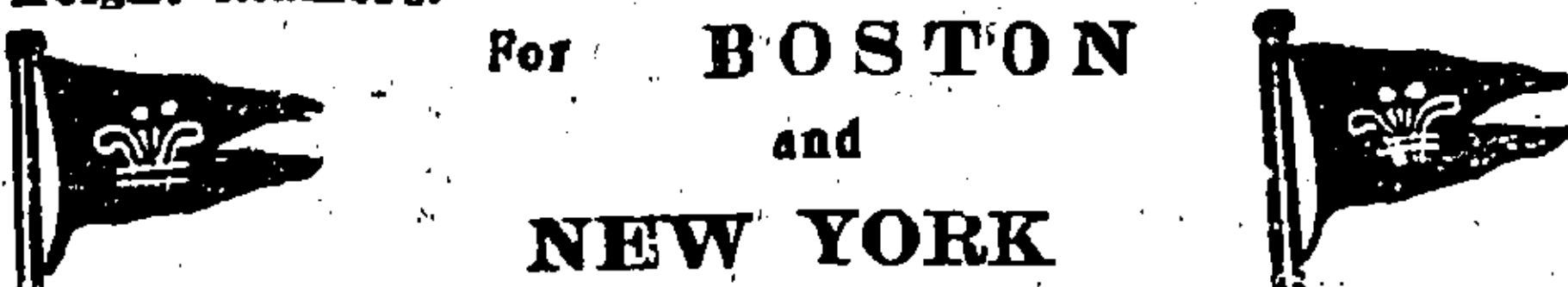
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"SEATTLE MARU"	Thursday, 21st June
BOMBAY—fortnightly service via Singapore and Colombo	Friday, 8th July
"ANDES MARU"	Monday, 2nd July
"BURMA MARU"	Saturday, 7th July
SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service	Thursday, 14th June
"DUSHO MARU"	Saturday, 7th July
CALCUTTA—Monthly Service via Singapore and Rangoon	Sunday, 1st July
"MALAY MARU"	Thursday, 14th June
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service	Saturday, 7th July
"ALABAMA MARU"	Sunday, 1st July
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports	Sunday, 17th June, Noon
"HAMBURG MARU"	Sunday, 24th June, Noon
JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama	Thursday, 21st June, 10 a.m.
"KANG MARU"	...
KEELING via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.	...
"AMAKUSA MARU"	...
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K. SELLMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
SWATOW & SHANGHAI	"SUICHANG"	On 14th June, Noon.
SWATOW, AMOY & SHANGHAI	"KIUNGCHOW"	On 14th June, 4 p.m.
PAKHOI & HAIPHONG	"CHINHUA"	On 15th June, 11 a.m.
CHEFOO & NEWCHOWANG	"WCHU"	On 16th June, D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 16th June, 4 p.m.
SWATOW, SHANGHAI & FUKOW	"KANGYUAN"	On 17th June, Noon
SWATOW & SINGAPORE	"KINGCHUAN"	On 18th June, 4 p.m.
AMOY & SHANGHAI	"SZECHUAN"	On 19th June, P.M.
SWATOW & BANGKOK	"KWANGCHOW"	On 19th June, Noon
MANILA	"TAMING"	On 19th June, 4 p.m.
AMOY & SHANGHAI	"SUNNING"	On 21st June, Noon.

Excellent Saloon accommodation, amidehips, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fokow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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Steamer	Ant. Hongkong from Australia	Leave Hongkong for Manila, Suez, etc., & Aus. Ports

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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Leave Hongkong 17th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.
U.S.B. "West Sequana" ... Due Hongkong 28th June.
Leave Hongkong 29th June.

TO MANILA AND SINGAPORE.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

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Passengers' Luggage can be insured at the Office of the Agents.

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From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

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